The Sydney Morning Herald.

SYDNEY, THURSDAY, JANUARY 1, 1891.

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Births.

SEAMER.—December 26, at Binnaway, the wife of Charles Seamer, of a son.

HENRY.—December 31, at her residence, Merlinleigh Avenue, Fitzroy-street, Newtown, the wife of Ivan Henry, auctioneer and hotel broker, of a daughter.

KAVANAGH.—December 14, 1890, at her residence, Shakespeare Hotel, Newtown, the wife of James P. Kavanagh, of a daughter.

MANNING.—On December 26, at the Commercial Bank, Toonwal, the wife of Francis Manning, of a son.

MAYES.—December 31, at Carrara, Rose Bay, the wife of Jonathan Seaver, M.P., of a son.

Marriages.

BARRARD—SMITH.—December 17, 1890, at St. Peter's Church, Cook's River-road, by the Rev. J. K. Manning, M.A., LL.B., Charles Mellersh, fourth son of the late Hotel Mellersh Garrard, surveyor, Geelong, Victoria, to Florence Helena, youngest daughter of the late W. H. Smith, J.P., Clarsville, St. Peters, Sydney.

LESTER—PAYTEN.—December 1, at the Glebe, Arthur Albert, third eldest son of the late W. R. Lester, of Mudgee, to May, second eldest daughter of H. Payten, Esq., Sydney, late of Goulburn.

ROGERS—CLARK.—December 17th, at All Saints' Church, by the Rev. Charles Baker, Alfred Dennison, son of the late Rev. Edward Rogers, to Edith, daughter of J. J. N. Clark, of Surrey, England.

STEWART—ROBERTSON.—December 6, at St. John the Baptist's, Hobart, by the Rev. Herbert R. Finnis, John Stewart, of Newtown, Sydney, to Georgina Jane (Janie), second daughter of George H. Robertson, Esq., of Paignton, Devon, England.

Deaths.

BOWMAN.—December 24, at Windsor, Ann Henrietta, the beloved wife of Arthur C. M. Bowman, aged 46 years.

LAMROCK.—On Christmas Day, at Orange, Ellen Muriel, baby daughter of William and Mary Lamrock, nearly nine months old, accidentally burnt in bed.

LEEDER.—December 31, at his residence, Carrabella-street, St. Leonards, John Palmer Leeder, late of H. M. Customs, aged 59 years.

In Memoriam.

CLARK.—In loving remembrance of our dear daughter Louie, who died on New Year's Day, 1890. Inserted by her loving parents, Joseph and Sophia Clark.

SURTIH.—In loving remembrance of Jeremiah H. Curtin, who died January 1, 1890. R.I.P. His devoted friend, M. M.

LANDY.—In remembrance of our well-beloved nephew, John Reds, only son of Robert and the late Annie Landy, who died January 1st, 1890, being his 21st birthday. Inserted by his affectionate uncles and aunts, Patrick, John, and Mary Tones, and Mrs. R. E. Lyons, of Darlinghurst.

ISANEY.—In loving remembrance of Eliza Lonney, who died January 1, 1888, after a long and painful illness. Dead, but never will be forgotten. Inserted by her loving husband and sons.

WILLIAMS.—In sad remembrance of our dearly beloved daughter, Kate, who was drowned with other dear friends, off Garden Island, January 1, 1886. Sweet Kate who could forget! Inserted by her loving parents, F. and A. Williams.

WREATHS, CROSSES, and other designs, composed of the choicest White Flowers, and arranged by professional Floral Artistes, on shortest notice. Just arrived, new seeds of Aster, Begonia, Calceolaria, Carnation, Cineraria, Primula, &c. Also list of novelties for 1891. FEARCK BROS., Vice-regal Florists, 31 Sydney Arcade. Nurseries, Randwick.

EVANS, Florist, 129 Oxford-st., city, Wreaths and Crosses, 2s 6d, 3s, 4s, 5s, also fresh-cut White Flowers.

BEAUTIFUL FLOWERS.—New SEEDS just arrived. Choicest strains of Begonias, Cineraria, Calceolarias, Primulas, Pansies, &c. In our packet. SEARL and SONS, 199 King-street, Sydney. Telephone, 1117.

Shipping.

DIRECT SERVICE TO ENGLAND
PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

The Company's Royal Mail Steamships (under contract with the Imperial, New South Wales, Victorian, and South Australian Governments) will be despatched from their Wharf, Circular Quay, as under, for LONDON, calling at Melbourne, Adelaide, Albany, Colombo, Aden, Brindisi, Malta, Gibraltar, and Plymouth:—

Steamer.	Tons.	Commander.	Leave Sydney 11 noon.	Leave Melbourne.	Leave Adelaide.
Rosetta	4918	C. Fraser	Jan. 12	Jan. 17	Jan. 21
Carthage	5015	M. de Horne	Jan. 26	Jan. 31	Feb. 4
Victoria	6269	G. F. Cates	Feb. 9	Feb. 14	Feb. 18
Valetta	4919	R. F. Briscoe	Feb. 23	Feb. 28	Mar. 4
Arcadia	5269	W. R. Andrews	Mar. 9	Mar. 14	Mar. 18
Ballarat	4749	E. Ashdown	Mar. 23	Mar. 28	April 1

And thereafter every alternate week.
Reserved Cabins on moderate terms.
SALOON PASSENGERS MAY BREAK the JOURNEY. The arrangements for SECOND SALOON PASSENGERS being been thoroughly reorganised the accommodation now offered is unsurpassed.
Passage money can be paid here for passages from England. Liberal concessions made to families.
Passengers, cargo, and parcels are booked through to India, China, and Japan. Cargo and parcels will not be received after 11 a.m. on the Saturday previous to sailing.
For all information apply at the Company's Office, corner of Pitt and Bridge streets.
ALEX. MACLEAN, Agent.

COOK'S Tours (all routes) to Europe.—Great facilities, trouble saved, travelling made easy. 4 Hunter-st.

UNION STEAM SHIP COMPANY OF NEW ZEALAND, Limited.
SAN FRANCISCO ROYAL MAIL SERVICE.
OVERLAND ROUTE TO ENGLAND, VIA SAN FRANCISCO AND NEW YORK, CALLING AT AUCKLAND AND HONOLULU.
Avoiding alike the heat of the Red Sea and the cold of Cape Horn.
Under contract with the Postmaster-General of New Zealand, the Steamers of this line are appointed to leave Sydney and Auckland for Honolulu and San Francisco EVERY FOUR WEEKS, sailing as under:—

Steamer.	Tns	Commander.	Leave Sydney at 4 p.m.	Arrive at San Francisco.
Alameda	3000	H. G. Morse	Jan. 21	Feb. 14
Mariposa	3000	H. M. Hayward	Feb. 18	March 14

Each steamer carries a duly qualified Surgeon.
These steamers are fitted with electric light, and with a refrigerating chamber for ship's provisions, ensuring a plentiful supply of ice throughout the voyage.
Passengers are booked to San Francisco or through to European destinations, and have at San Francisco choice of the unrivalled Atlantic Steamship Lines of the Cunard, Inman, White Star, and other Companies.
All first-class passengers are allowed 350lb. of baggage for San Francisco, and 250lb. "overland" free of charge.
THROUGH FARE TO LIVERPOOL,
FIRST-CLASS, £65 to £95.
Time cards, railway maps, and guide books showing all routes to any point of the United States may be had on application.
For rates of passage and freight and all other information apply at the Company's Offices, 15 Bridge-street.
FRANK W. JACKSON, Manager.

STEAM TO NEW ZEALAND PORTS, VIA AUCKLAND.
The Favourite Steamship MANAPOURI
will be despatched as above,
TO-MORROW, FRIDAY, JANUARY 2, at 4 p.m., from New Zealand Wharf, foot of Margaret-street.
UNION S.S. COMPANY,
15 Bridge-street.

STEAM TO NEW ZEALAND PORTS, VIA WELLINGTON.
SPECIALLY REDUCED RATES.
The Favourite Steamship TEKAPO
will be despatched as above about THURSDAY, JANUARY 8.
UNION S.S. COMPANY,
15 Bridge-street.

UNION STEAM SHIP COMPANY OF NEW ZEALAND, Limited.
CHEAP EXCURSIONS TO NEW ZEALAND
during the Summer Months
by the world-renowned steamers of the UNION LINE,
which are luxuriously fitted with a special regard to the comfort of passengers.
During December, January, February, and March Special Excursion Tickets will be issued at Greatly Reduced Rates, available for three months from date of issue.
Particulars and pamphlets regarding routes can be obtained at Company's Offices,
15 BRIDGE-STREET.

EXCURSIONS TO WEST COAST SOUNDS OF N. Z.
PRELIMINARY NOTICE.
The magnificent Steamship TARAWERA will make three trips, leaving Port Chalmers JANUARY 17th and 28th, and FEBRUARY 9th. Each trip will occupy about ten days, during which time the most attractive of the Sounds will be visited.
The social enjoyment of passengers will be made a special feature of these excursions, the whole trip taking the form of an extended picnic.
The Tarawera will call at Bluff both ways en route.
FARE FROM PORT CHALMERS, £14.
For further particulars apply
UNION S. S. COMPANY,
15 Bridge-street.

DEUTSCH - AUSTRALISCHE DAMPFSCHIFFS-GESELLSCHAFT.
REGULAR LINE OF DIRECT STEAMERS
BETWEEN
ANTWERP and HAMBURG (via Suez Canal),
taking Cargo for all EUROPEAN and AMERICAN PORTS on through Bills of Lading.
The steamers of this Company, classed at Lloyd's 100A1 special survey, and in Veritas * 1 Dir. 3.3, LL.I. F.R., are specially built for the trade between the Australian colonies and Europe:—

Steamer.	Tons.	Sailing Date.
Barmen	3600	10th January
Eberfeld	3600	January
Bonnwall	4600	To follow
Chemnitz	3500	To follow
Sellingen	3600	To follow

PRE-PAID PASSAGE TICKETS.
Residents in the colonies desirous of bringing out friends and others from England and the Continent of Europe are afforded facilities by pre-payment of passage money in Australia at the following rates:—

From London	£18 15 0
From Hamburg or Antwerp (including Canal Dues, &c.)	12 15 0

For all particulars apply
G. VON DER HEYDE.
General Agent in Australia.
81 Pitt-street.

NAUTICAL INST. Rep., Adjusted, Rated, Hired, new parts and new stock. Wiesner's, George-street.

ORIENT LINE OF ROYAL MAIL STEAMERS.
The following Royal Mail Steamships belonging to the ORIENT and PACIFIC COMPANIES will leave Sydney at noon on the undermentioned dates for PLYMOUTH and LONDON (Tilbury), via Melbourne Adelaide, Albany, Colombo, and the Suez Canal, calling at Naples and Gibraltar:—

ORUBA	5552 tons	J. Brunton Park	Jan. 5, 1891
CUZCO	5018 "	J. F. Anderson	Jan. 19
LUSITANIA	3876 "	H. E. Inskip	Feb. 2
OROYA	6184 "	E. E. Lavington	Feb. 16
CHIMARA	6184 "	G. F. Dixon	Mar. 3
ORIENT	5386 "	H. G. Darby	March 16

And fortnightly thereafter.
PASSAGE MONEY—Saloon, £35, £40, and £70.
Second, £30 and £37.
EXCURSION RETURN TICKETS AT REDUCED RATES.
SALOON PASSENGERS allowed to break their journey. Third and Steerage (including bedding, mess utensils, &c.):

Open berth	17 guineas each adult
Four-berth cabin	20 pounds each adult
Two-berth cabin	22 pounds each adult

Facilities afforded for bringing out friends and relatives from London by the prepayment of passage-money here at the above rate.
Neither the owners nor the undersigned will be responsible for detention, demurrage, or loss of any description arising from strikes or lock-outs.
MANAGERS, F. GREEN and CO., and ANDERSON ANDERSON and CO., Fenchurch-avenue, London, E.C.
Full particulars on application to
G. S. YUILL,
General Manager in Australia.
43 Pitt-street.

MESSAGERIES MARITIMES.
SYDNEY TO LONDON,
OVERLAND FROM MARSEILLES, VIA PARIS.
Steamers under postal contract with the Government of France, calling at MELBOURNE, ADELAIDE, ALBANY, MAHE, NIZ, and PORT SAID.
Passengers booked to BOMBAY, REUNION, MAURITIUS, and EAST COAST of AFRICA.
The service is carried on by powerful steamers of 4000 tons and 500 effective h.p., built expressly for the Australian and New Caledonian line, which will be despatched as follows:—

Steamer.	Commander.	Leaves Sydney at 11 a.m.	Leaves Melbourne 4 p.m.
OCEANIEN	A. Poydenot	Jan. 25, 1891	Jan. 28, 1891
POLYNESIEN	L. Pellegrin	February 25	February 28

And thereafterward on the 25th of each month.
Rates of passage money to Marseilles, from £30 to £65, including table wines and Suez Canal dues on passengers.
RETURN TICKETS issued at the following rates:—

	First Class.	Second Class.	Third Class.
Available 6 months	£109	£64	£34
Available 12 months	£115	£68	£36

English interpreters meet through passengers for London on arrival of steamers at Marseilles, and accompany them to Paris and Calais.
N.B.—Passengers' luggage conveyed free of cost from Marseilles to London.
For freight, passage, and further particulars, apply at the Company's Offices, 13 Macquarie-place.
A. CONIL,
Principal Agent.

NORDDEUTSCHER LLOYD.
IMPERIAL GERMAN MAIL.
Passengers are carried according to the requirements of the German Passenger Acts of 1885 and 1887.
MONTHLY LINE OF DIRECT STEAMERS
SYDNEY, MELBOURNE, and ADELAIDE,
to SOUTHAMPTON, ANTWERP, and BREMEN, via COLOMBO, Aden, Suez, and Genoa,
taking passengers for London,
connecting from PORT SAID by DIRECT MAIL and PASSENGER LINE to BRINDISI,
will be despatched as follows (if practicable):—

Steamer.	Commander.	Leave Sydney, Noon.	Leave Melbourne.	Leave Adelaide Semaphore
		1891.	1891.	1891.
Hohenzollern	A. von Cölln	Jan. 26	Feb. 2	Feb. 4
Hohenzollern	W. Schmolcker	Feb. 23	Mar. 1	Mar. 4
Kaiser Wilhelm II.	L. Stormer	Mar. 21	Mar. 28	April 1

And thereafter every four weeks.
PASSAGE MONEY FROM SYDNEY,
£14 to £57 10s.
RETURN TICKETS, available for NINE and TWELVE MONTHS, at REDUCED RATES.
Passengers and cargo are booked through to New York, via Southampton.
Signal facilities are afforded for bringing out relatives and friends from the United Kingdom and Europe by prepayment of the passage money in Australia.
For FREIGHT, PASSAGE, and all further particulars apply
FREDK. BETZ and CO., Agents,
6 O'Connell-street.

THE ANGLO-AUSTRALASIAN STEAM NAVIGATION COMPANY, Limited.
STEAM TO LONDON AND HULL.
The fine full-powered steamship
PORT JACKSON,
3614 tons register, G. R. Ruddy commander,
WILL HAVE PROMPT DESPATCH,
and having but limited space available at this port, early application is requested to
GIBBS, BRIGHT, and CO., Agents.
Wool received at Talbot's Stores.

THE ANTWERP AND LONDON.
The fast and powerful Steamer,
ECHUCA,
2836 tons register,
J. PANKHURST, Commander,
having large engagements, will receive quick despatch.
For freight and passage, apply to
ALFRED LAMB and CO.,
GILCHRIST, WATT, and CO., } Agents.
Wool received at Central Wharf.

CHINA NAVIGATION COMPANY, Limited.
STEAM TO
TIENTSIN, PORT DARWIN, and HONGKONG, calling at Moreton Bay, Townsville, and Cooktown.
S.S. TAIYUAN,
2300 tons, R. Nelson commander,
will be despatched from Smith's Wharf, Miller's Point,
SATURDAY, 3rd JANUARY.
LORIMER, ROBB, and CO., Agents,
26 O'Connell-street.

CHINA AND JAPAN.
EASTERN and AUSTRALIAN STEAMSHIP COMPANY, Limited.
STEAM TO THURSDAY ISLAND, PORT DARWIN, and HONGKONG.
The Favourite Steamship
CATTERTHUN, 3170 tons,
J. W. R. DARKE, R.N.R., Commander,
will be despatched from the Company's Wharf, Milner's Point,
on SATURDAY, 10th JANUARY, 1891,
at noon.
SPLENDID PASSENGER ACCOMMODATION.
SALOON PASSENGERS BOOKED THROUGH TO ALL PORTS IN CHINA AND JAPAN; also, to SAN FRANCISCO, LIVERPOOL, LONDON, AND THE CONTINENT EUROPE.
For freight and passage apply to
GIBBS, BRIGHT, and CO.,
37 Pitt-street, Managing Agents.
Cargo will not be received on date of sailing.

STEAM TO NEW ZEALAND PORTS, VIA WELLINGTON.
CHEAP FARES and FREIGHTS.

SALOON	£3 0
STEERAGE	1 10

The Magnificent Steamship
JUBILEE, 1650 tons,
will be despatched as above
ABOUT THURSDAY, JANUARY 8th.
or all particulars apply to
J. C. ELLIS,
247 George-street.

CLARENCE, RICHMOND, AND MACLEAY RIVERS S. N. COMPANY, Limited, Line of STEAMERS leave Clarence Wharf, Sussex-street North, near Market-street, for—
CLARENCE RIVER, S.S. KALLATINA, SATURDAY NIGHT, at 9.
RICHMOND RIVER; S.S. MACLEAY, TO-MORROW EVENING, at 7; S.S. TOMKI, TUESDAY NEXT.
MACLEAY RIVER: S.S. ELECTRA, TO-MORROW MORNING, at 9.
For further particulars apply C. R. and M. R. S. N. Company, Limited, Sussex-street North.
RICHARD COOKE, Secretary.

CLARENCE RIVER.
CLARENCE RIVER, CLARENCE RIVER.
THE NEW S.S. KALLATINA,
SATURDAY NIGHT, at 9.
Intending Passengers will find every comfort on this vessel, the SALOON STATEROOMS, which are AMIDSHIPS, being large and airy, and the ELECTRIC LIGHT fitted throughout. LADIES' CABIN on DECK.
Good Steerage accommodation.
Return Tickets available by any of the Company's steamers may port.
RICHARD COOKE,
Secretary.
C.R. and M.R.S.N. Company, Limited,
3 Sussex-street North.

JOHN SEE and COMPANY'S LINE OF STEAMERS
Are Market Wharf, foot of Market-street (weather permitting) as follows:—
CLARENCE RIVER, S.S. AUSTRALIAN, TO-MORROW NIGHT, at 8; S.S. BURRAWONG, TUESDAY NIGHT, at 8.
MANNING RIVER, S.S. ROSEDALE, MONDAY NEXT.
PORT MACQUARIE, S.S. WELLINGTON, MONDAY NEXT.
WELLINGER RIVER DIRECT, S.S. FERNMOUNT, early.
MACLEAY RIVER via PORT MACQUARIE, S.S. WELLINGTON, MONDAY NEXT.
JOHN SEE and CO.,
Albion Stores, foot of Market-street.

ILLAWARRA STEAM N. COMPANY.
CHRISTMAS AND NEW YEAR EXCURSIONS.
Tickets at a single Fare for the double journey will be issued by this company available between Sydney and the undermentioned ports:—
ULADULLA, CLYDE, BATEMAN'S BAY, and MORUYA, from Thursday, 11th December, to Monday, 19th January, 1891.
BRIMBULA, TATHRA, EDEN, and BERMAGUI, from Saturday, 13th December, to Saturday, 17th January, 1891.
Passengers are victualled free of charge.
S.S. SAUCY JACK for Townsville. Freight, Office, B. M. Corrigan and Co., Market and Sussex sts.

STEAMSHIP OWNERS' ASSOCIATION OF AUSTRALASIA.
The following Steamers, belonging to members of the Association, will be despatched as under:—
ADELAIDE (via MELBOURNE)—
Barrabool (Howard Smith's), Friday next, 5 p.m.
Victorian (Adelaide Co.'s), Saturday, 3rd. 1 p.m.
ADELAIDE and WEST AUSTRALIA (from Melbourne)—
Albany (Adelaide Co.'s), 5th proximo.
Wendouree (Huddart, Parker's), Saturday next, 8 p.m.
BRISBANE and QUEENSLAND PORTS—
Eurimbla (A. U. S. N. Co.'s), Friday, 2nd proximo, 5 p.m.
Buninyong (Howard Smith's), Saturday next, noon.
Cintra (A. U. S. N. Co.'s), Saturday, 3rd prox., noon.
Burwah (Howard Smith's), Tuesday next, 4 p.m.
Aramac (A. U. S. N. Co.'s), Tuesday, 5 p.m.
BRISBANE and ALL QUEENSLAND PORTS to MACKAY, TOWNSVILLE, and CAIRNS—
Buninyong (Howard Smith's), Saturday next, noon.
BRISBANE and ALL QUEENSLAND PORTS to THURSDAY ISLAND, NORMANTON and BURKETOWN—
Cintra (A. U. S. N. Co.'s), Saturday, 3rd proximo, noon.
BRISBANE, MARYBOROUGH, and ROCKHAMPTON—
Eurimbla (A. U. S. N. Co.'s), Friday, 2nd proximo, 5 p.m.
Burwah (Howard Smith's), Tuesday next, 4 p.m.
BRISBANE, BUNDABERG, GLADSTONE, and ROCKHAMPTON—
Aramac (A. U. S. N. Co.'s), Tuesday, January 6, 5 p.m.
BYRON BAY, via BALLINA—
Corakl (C. R. and M. R. Co.'s), about Saturday next.
BYRON BAY and TWEED RIVER—
Tweed (G. W. Nicoll's), about Sunday next.
GRAFTON, CLARENCE RIVER—
S.S. Australian (J. See and Co.'s), To-morrow Night, at 9.
Kallatina (C. R. and M. R. Co.'s), Saturday Night, 9 o'clock.
HOBART direct—
Elingamite (Huddart, Parker's), Tuesday, 13th proximo, 3 p.m.
HOBART via EDEN (office, T. and W. Willis, 22 Bridge-street)—
Talune (Tasmanian Co.'s), January 9, noon.
LAUNCESTON via EDEN (office, T. and W. Willis, 22 Bridge-street)
Corinna (Tasmanian Co.'s), January 6th, 4 p.m.
LAUNCESTON (transhipping to Cooges at Melbourne)—
Elingamite (Huddart, Parker's), Tuesday, 6th proximo, 6 p.m.
MACLEAY RIVER—
Electra (C. R. and M. R. S. Co.'s), To-morrow, 9 a.m.
MELBOURNE—
Katoomba (A. U. S. N. Co.'s), Saturday, 3rd proximo, noon.
Victorian (Adelaide Co.'s) Saturday, January 3, 1 p.m.
Elingamite (Huddart, Parker's), Tuesday, 6th proximo, 6 p.m.
Barrabool (Howard Smith's), Friday next 5 p.m.
Gambier (Howard Smith's), Tuesday next, 4 p.m.
Gravratta (A. U. S. N. Co.'s), Tuesday, 5 p.m.
NEWCASTLE—
Balmain (Howard Smith's), Friday, 9 p.m.
NEW ZEALAND—
Manapouri, via Auckland (Union Co.'s), January 2.
NOUMEA, NEW HEBRIDES, SUVA, and LEVUKA—
Warounga (A. U. S. N. Co.'s), Wednesday, 7th proximo, noon.
RICHMOND RIVER—
Macleay (C. R. and M. R. Co.'s), To-morrow, 7 p.m.
SHOALHAVEN PORTS—
Meeinderry (Huddart, Parker's), Friday, 2nd, 8 p.m.
Meeinderry (Huddart, Parker's), Monday and Thursday, 9 a.m.
Coomonderry (Huddart, Parker's), Tuesday and Friday, 9 p.m.
MERIMBULA, EDEN, BERMAGUI—
Steamer (Illawarra Co.'s), Wednesday, Saturdays, noon.
TATHRA, PASSENGERS ONLY—
Wednesdays, Saturdays, noon.
ULADULLA, CLYDE, BATEMAN'S BAY, MORUYA—
Steamer (Illawarra Co.'s), Friday, 10 a.m.
ULLADULLA (Passengers and cargo)—
Steamer (Illawarra Co.'s) Wednesdays, noon.
WOLLONGONG, KIAMA, and SHOALHAVEN—
Steamer (Illawarra Co's), Tuesdays, Fridays, 11 p.m.
WESTERN AUSTRALIA—
Victorian (Adelaide Co.'s), Saturday, 3rd, 1 p.m. (connects at Melbourne with Albany, sailing 5th proximo).
For further particulars, apply at Companies' Offices.

PAMBULA GOLDFIELDS.
MERIMBULA, FIVE MILES from DIGGINGS.
Steamer from ILLAWARRA CO.'S WHARF, WEDNESDAYS and SATURDAYS at NOON.

STEAM to RICHMOND RIVER.—S.S. OAKLAND leaves TO MORROW (Friday) NIGHT, delivering goods all parts of river. Cargo now received at Tesser's Wf., Pyrmont. Freight payable in Sydney. W. T. YEAGER.

RICHMOND RIVER.
S.S. WYRALLAH,
TO-MORROW (FRIDAY) NIGHT, at 9,
Lassing Cargo at all parts of River.
Superior passenger accommodation. Ladies' cabin on deck.
E. R. NICOLL, Victoria Wharf.

STEAM TO AND FROM NEWCASTLE.
PASSENGER TRIPS DURING THE NEW YEAR HOLIDAYS per Newcastle Steamship Company's (Limited) Steamers from Lime-street Wharf, foot of Erskine-street.

Day.	Date.	From Sydney	From Newcastle at 11.30 p.m.
Thursday	January 1	...	The Newcastle
Friday	January 2	The Newcastle	...
Saturday	January 3	(Cargo only) The Boomerang	The Newcastle
Sunday	January 4	The Newcastle, at 11 p.m. sharp	...

Perishable Cargo and Live Stock only will be received and delivered this day until 9 a.m.
Fares, including sleeping accommodation: Saloon, 6s 6d; Return, 10s (available for two months); Deck Cabin Berths 2s extra each way; Steerage 3s each way.
Offices—York-street, next Opera House, and Lime-street.
H. D. POTTS, Manager.

STEAM TO AND FROM NEWCASTLE.
Passenger trips during the New Year Holidays per Hunter River New S. N. Company's Steamers, from Wharf foot of Market-street.

Day.	Date.	From Sydney at 11.30 p.m.	From Newcastle at 11.30 p.m.
Thursday	January 1	Namoi	Gwydir (cargo only)
Friday	January 2	Gwydir (cargo only)	Namoi
Saturday	January 3	Namoi	Gwydir (cargo only)
Sunday	January 4	—	Namoi

Perishable goods and livestock will be received and delivered this day.
Our offices will close at 10 a.m. and re-open at 5 p.m.
FARES (including Sleeping Accommodation):—
Saloon: Single, 6s 6d; return (available for two months), 10s.
Deck Cabin Berths, 2s extra each way.
Steerage, 3s each way.
For particulars apply at Offices, 401 George-street, opposite Royal Hotel, and 147 Sussex-street.
F. J. THOMAS, Manager.

REGULAR SUNDAY NIGHT SERVICE PER STEAMERS OF H. R. N. S. N. COMPANY
and
NEWCASTLE STEAMSHIP COMPANY, Limited.
To meet the requirements of passengers, the abovenamed Company have agreed to commence a regular Sunday Night Service on SUNDAY next, 4th January, leaving Sydney and Newcastle at 11 p.m. sharp.
For the ordinary service from Sydney and Newcastle on other nights the steamers will leave at 11.30 p.m. as usual. The nightly service per steamers from Sydney and Newcastle will therefore now be continuous.

STEAM TO NEWCASTLE.
IMPROVED and ACCELERATED SERVICE.
From and after the 1st January next the favourite S.S. BALMAIN will run three times weekly between Newcastle and Sydney, leaving Sydney at 9 p.m. every Monday, Wednesday, and Friday evening, and returning from Newcastle on Tuesday, Thursday, and Saturday. Cargo taken at lowest rates, and special arrangements made for large lines of freight. Passage money—First-class 6s, return 7s 6d; second-class, 3s 6d. Every comfort provided on board for passengers, also, berths and bedding provided in both first and second class.
W. M. HOWARD SMITH and SONS, Limited.
Offices—67 York-street. Wharves, foot of King-street.

GOSFORD AND BRISBANE WATER.
S.S. GOSFORD leaves Patent Slip Wharf every TUESDAY and FRIDAY, 9 a.m. Fare: Single, 2s 6d; return, 4s.
Cargo received Mondays and Thursdays, 9 a.m. to 5 p.m.
Freight payable in Sydney.

PARRAMATTA RIVER EXCURSIONS.
NEW YEAR'S DAY.
STEAMERS EVERY HOUR,
from King-street Wharf.
CHEAP AND ENJOYABLE TRIPS
to PARRAMATTA, CORREY'S GARDENS, and all
leaving KING-STREET WHARF.
To PARRAMATTA, DUNDAS, ERMINGTON, NEWINGTON, and all wharfs—7, 9, 10, 10*, 11, 12, 1, 2, 3*, 5, 5.15 p.m.
CORREY'S GARDENS only (Direct)—10.30, 11.30 a.m., 12.30.
CORREY'S GARDENS—Ordinary steamers every hour, and from No. 4 Jetty Circular Quay, at 10 and 2
RYDE—7, 9, 10, 10*, 11, 12, 1, 2, 2*, 3, 3.15, 4, 10.15, 11.15, p.m.
MORTLAKE, PUTNEY, TENNYSON—7, 9, 10, 10*, 11, 12 1, 2, 2*, 3, 3.15, 4, 10.15, 11.15
GLADESVILLE, CHISWICK—7, 9, 10, 10*, 11, 12, 1, 2, 2*, 3, 4.15, 5.15, 6.15, 7, 10.15, 11.15 p.m.
FIVE DOCK, CORREY'S GARDENS, CABARITA, CROYDON, BURWOOD—7, 9, 2, 2*, 4.15, 5.15
VILLA MARIA—7, 9, 10 and 10*, 11, 12, 1, 2, 2*, 3, 4.15, 5.15, 6.15, 9.15 (Drummoyne-street, 10.15), 11.15
HUNTER'S HILL, DRUMMOYNE, COCKATOO—7, 9, 10, 10*, 11, 12, 1, 2, and 2*, 3, 4.15, 5.15, 6.15, 7, 8, 9, 10.15, 11.15
LONGNOSE—7, 9, 10, and 10*, 11, 12, 1, 2, and 2*, 3, 4.15, 5.15, 6.15, 7, 8, 9.15, 10.15, 11.15
* These trips are from and to No. 4 Jetty, Circular Quay.
RETURNING:
From PARRAMATTA, DUNDAS, ERMINGTON, NEWINGTON—7, 8, 11, 12*, 1, 2, 3, 4, 5, 7
From RYDE—7.40, 8.40*, 9.40, 11.40, 12.40, 1.40, 2.40, 3.40, 4.40, 5.40, 7.40, 8.40
From MORTLAKE, PUTNEY, TENNYSON—7.30, 8.30*, 9.30, 11.30, 12.30, 1.30, 2.30, 3.30, 4.30, 5.30, 7.30, 8.30 (when signalled)
From FIVE DOCK, CROYDON, BURWOOD—7.40, 8.10, 10.40, 3.40, 5.40, 6.40
From CABARITA—7.30, 8.25, 8.30, 9.30, 10.30, 11.30, 12.30, 1.30, 2.30, 3.30, 4.30, 5.30, 7.30, 8.30
From GLADESVILLE, CHISWICK—8, 8.30, 9*, 10, 11, 12, 1*, 2, 3, 4, 5, 6, 7, 9
From VILLA MARIA—7.5, 8.5, 8.35, 9.5, 10.5, 11.5, 12.5, 1.5, 2.5, 3.5, 4.5, 5.5, 6.5, 7.5, 10.5
From HUNTER'S HILL, DRUMMOYNE—6.15, 7.15, 8.15, 8.45, 9.15*, 10.15, 11.15, 12.15, 1.15*, 2.15, 3.15, 4.15, 5.15, 6.15, 7.15, 8.15, 9.15, 10.15, 11.15
From COCKATOO—6.25, 7.25, 8.25, 8.55, 9.25*, 10.25, 11.25, 12.25, 1.25*, 2.25, 3.25, 4.25, 5.25, 6.25, 7.25, 8.25, 10.25
From LONGNOSE—6.30 7.30, 8.30, 9, 9.30*, 10.30, 11.30, 12.30, 1.30*, 2.30, 3.30, 4.30, 5.30, 6.30, 7.30, 8.30, 9.30, 10.30 (when signalled).
EX S.S. KARLSRUHE, FROM NEW YORK.
CONSIGNEE WANTED for
B B
GW 14 CRATES GLYCEROLE.
ARNOLD, CHENEY, and CO., Agents.

HUNTER'S HILL and LANE COVE RIVER.
STEAMERS LEAVE
LIME-STREET, foot of Erskine-street, at 7, 8, 9, 10, 11, *12, 1.15, 2.15, 3.15, 4.15, 5.15, 6.15, 7.15, 8.15, 9.15, 10.15, 11.15.
FIG TREE, HUNTER'S HILL, 7, 8, 8.50, 10, 11, 12, 1.15, 2.15, 3.15, 4.15, 5.15, 6.15, 7.15, 8.15, 9.15, 10.15, 11.15.
SUNDAYS—LIME-STREET, 9, 10, 11, 12, 1.15, 2.15, 3.15, 4.15, 5.15, 6.15, 7.15, 9.30.
FIG TREE, 9, 10, 11, 12, 1, 2.15, 3.15, 4.15, 5.15, 6.15, 7.15, 8.30.
Calling each way at GREENWICH, WOOLWICH, ATLAS WORKS, NORTHWOOD, LONGUEVILLE, SUNNYSIDE, ALEXANDRA-ST., RIVERVIEW, and DRUMMOYNE-ST.
FARES:
Greenwich and Woolwich. Single, 6d; return, 9d.
Other Wharfs—Single, 9d; return, 1s. children, 6d.
Available at all hours and till next day of issue. Saturday tickets available to Monday morning.
Subscribers—Ladies, 1s 6d per month, gentlemen, 15s.
Families as per arrangement.
A cargo boat leaves Lime-street Wharf daily at 1 p.m., landing cargo at all convenient places.
* On Saturdays, 12.15.

THE WATSON'S BAY and S.S. FERRY COMPANY, Limited.
WATSON'S BAY REGATTA.
NEW YEAR'S DAY.
The Company's Steamers
COURIER, OCEANA, and BEE
will leave No. 3 Jetty
AT FREQUENT INTERVALS
for WATSON'S BAY.
FARES—6d Single, 9d Return.
NO OVERCROWDING.

NEW YEAR'S DAY.
EXCURSION TO MANLY BEACH.
GREAT ATTRACTIONS
CAMERA OBSCURA
SMART'S MUSEUM.
BRASS BAND ENGAGED.
MANLY BEACH is the favourite Watering Place near Sydney for Family Picnics.
SALOON STEAMERS
BRIGHTON, FAIRLIGHT, and NARRABEEN, from No. 1 Jetty, Circular Quay, 7.15, 9 a.m., and at short intervals throughout the day.
Early trips from Manly, 7.15, 8.10 a.m.
The following late trips will be run:—
From Sydney—6, 7.30, 9, 11.15
From Manly—7, 8, 10.
Fare: Return ticket, 1s; children, 6d.
PORT JACKSON S.S. COMPANY, Limited.
No. 1 Jetty, Circular Quay.

FOR LONDON DIRECT.
The well-known ship
CAIRNBULG,
1367 tons, C. Waltham commander,
will be despatched early, as above.
This ship will be docked before sailing, and a fast passage may be relied on.
For rates of freight and passage, apply to
BURNS, PHILP, and CO., LTD.
Wool received at Flood and Co.'s Stores.

FOR LONDON DIRECT.
The magnificent ship
PORT JACKSON,
JAS. HODGE, Commander,
having been docked and cleaned, and having large engagements, will receive quick despatch.
For freight, &c., apply
ALFRED LAMB and CO. } Agents.
GILCHRIST, WATT, and CO. }
WOOL RECEIVED AT CENTRAL WHARF.

BARQUE CASABLANCA, FROM HULL.
CONSIGNEES are requested to PASS ENTRIES at once for Russell's Wharf.
The ship will not be responsible for any loss of or damage to cargo after same shall have been landed, and any goods impeding discharge will be entered, and stored at consignees' risk and expense.
Bills of Lading signed, produced and freight paid to the undersigned before the goods can leave the wharf.
BALCHIN, JOHNSTON, and CO.,
Agents.
Captain PAGE will not be responsible for any Debts contracted by his crew without his written authority.

SHIP BRILLIANT, for LONDON.
ALL ACCOUNTS against the above ship must be rendered to the undersigned, in duplicate, before noon on FRIDAY NEXT, the 2nd prox., otherwise they cannot be recognised.
GIBBS, BRIGHT, and CO., Agents.

COPPERSMITH, Brass Founder, Plumber. Only Manufac. of Diving Gear. Robison, 65 and 67 Sussex-st.

FOR SALE or Charter, the Barquentine EDITH MAY,
Apply JOHN TAYLOR and CO.,
15 Sussex-street.

TONNAGE wanted for Townsville, Auckland, Bluff, Napier, Lyttelton, Mauritius, London, Frisco, Honkong, Natal, &c.
G. J. WATERHOUSE, 57 Pitt-street.

VESSEL, 15 to 30 tons wanted, must be cheap and sound. Apply at once, A. E. H., Herald Office.

WANTED to Purchase, smart

Government Railways

CLOSING OF CENTRAL BOOKING OFFICE
GEORGE-STREET,
and REDFERN DARLING HARBOUR GOODSHEDS.

On 1st January, 1891, the Central Booking Office, George-street, will be Opened for the despatch of business between the hours of 8.0 a.m. and 12.0 noon. Goods will not be received at Redfern and Darling Harbour Sheds, but arrangements will be made to deliver perishables at Darling Harbour up to 10 a.m.

CUMBERLAND RACES AND SPORTS AT ROSEHILL, THURSDAY, 1st JANUARY, 1891.

A SPECIAL TRAIN will leave Sydney at 11 a.m. and be due Rosehill at 11.35 a.m., returning from Rosehill after last race.

Return Fares as follows:—First-class to platform, 3s; Second-class to ditto, 2s.

CHEAP EXCURSION, SYDNEY TO THE HAWKESBURY, 1st and 3rd JANUARY, 1891.

On the above date an Excursion Train will leave Sydney at 8.0 a.m., and be due at Hawkesbury at 10.00 a.m.; leave Hawkesbury on the return journey on 1st January at 5.40 p.m., and on 3rd January at 4.35 p.m., and be due at Sydney at 7.30 p.m. and 6.35 p.m. respectively.

In connection with this train the S.S. GENERAL GORDON will take passengers for a most enjoyable trip of 20 miles up the Hawkesbury River and back.

RETURN FARES, including trip on the River—
FIRST-CLASS, 5s 6d; SECOND-CLASS, 3s 6d.

The tickets (for rail and river trip) are issued solely for the convenience of passengers, and the liability of the Commissioners is limited exclusively to the Railway journey.

Passengers from Suburban Stations may join the Special Train at Strathfield. For further particulars see Posters and Handbills, to be obtained from stationmasters.

CHRISTMAS and NEW YEAR HOLIDAYS, 1890-91.

Holiday Excursion Tickets will be issued from all stations to all stations distant over 50 miles, commencing with the Mail trains leaving terminal stations on Wednesday, 17th December, 1890, and thereafter by all trains until Thursday, 1st January, 1891, both days inclusive, available for return until Saturday, 31st January, 1891. At all other stations for distances not exceeding 50 miles similar tickets will be issued from Saturday, 20th December, 1890, until Thursday, 1st January, 1891, both days inclusive, available for return for one week from date of issue.

CHEAP EXCURSION TRAINS WILL RUN FROM SYDNEY TO THE COUNTRY AT 1s PER MILE FIRST-CLASS AND 1s PER MILE SECOND-CLASS, RETURN AS UNDER:—MINIMUM CHARGE, 3s FIRST-CLASS, AND 2s 6d SECOND-CLASS; CHILDREN UNDER TWELVE, HALF FARE.

1st JANUARY.
SOUTHERN LINE.

		Return train.	
Sydney, dept. ...	7.55 a.m.	Goulburn, dept. ...	4.0 p.m.
Goulburn, arr. ...	1.50 p.m.	Sydney, arr. ...	9.35 p.m.
WESTERN LINE.			
Sydney, dept. ...	8.0 a.m.	Eskbank, dept. ...	3.15 p.m.
Eskbank, arr. ...	1.10 p.m.	Sydney, arr. ...	8.10 p.m.
NORTHERN LINE.			
Sydney, dept. ...	8.15 a.m.	Singleton, dept. ...	4.0 p.m.
Cookie Creek, for Lake Macquarie, dept. ...	11.35 a.m.	Newcastle, dep. ...	6.15 p.m.
Newcastle, dept. ...	12.10 p.m.	Cookie Creek, for Lake Macquarie, dept. ...	6.40 p.m.
Singleton, arr. ...	3.10 p.m.	Sydney, arr. ...	10.25 p.m.

Passengers from suburban stations will join train at Strathfield.

SOUTH COAST LINE.

		Return train.	
Sydney, dept. ...	7.55 a.m.	Kiama, dept. ...	6.30 p.m.
Wollongong, dept.	10.18 a.m.	Wollongong, dept.	3.32 p.m.
Kiama, arr. ...	11.10 a.m.	Sydney, arr. ...	8.20 p.m.

The following trains will be cancelled:—5.50 a.m. and 6.10 a.m. Strathfield to Sydney. 6.35 a.m. and 7.15 a.m. Homebush to Sydney and 8.28 a.m. Petersham to Sydney; and the 6.5 a.m. Sydney to Granville will run from beyond Homebush. After 4 p.m. the main line suburban train service will be the same as on Saturdays.

On the 1st January the 5.31 p.m. and the 6.30 p.m. Sydney to Sutherland will be extended to Loftus, returning at 6.32 p.m. and 7.40 p.m. from Loftus.

The Public is informed that on and after THURSDAY, 1st January, the Refreshment-room at Mittagong Station will be closed, and a Refreshment-room at Moss Vale Station (nine miles further south) will be opened in lieu of same.

The Special Trains shown on posters and handbills as running on 1st January will be allowed time for refreshments at Moss Vale, instead of Mittagong, and will be altered to run as under between those stations:—

	a.m.	p.m.		a.m.	p.m.
Sydney, dep. ...	7.55	5.17	Goulburn, dep...	2.45	4.0
Mittagong, arr...	11.25	9.17	Moss Vale, arr...	4.31	5.37
Mittagong, dep.	11.28	9.20	Moss Vale, dep.	4.41	5.52
Bowral, dep. ...	11.36	9.28	Burradoo, dep...	4.50	6.1
Burradoo, dep...	11.41	9.43	Bowral, dep. ...	4.55	6.6
Moss Vale, arr...	11.47	9.52	Mittagong, arr...	5.1	6.12
	p.m.		Mittagong, dep...	5.5	6.18
Moss Vale, dep...	12.2				

The other times will be as advertised.

By order of the Commissioners.
DAVID KIRKCALDIE,
Chief Traffic Manager.

Sydney, 31st December, 1890.

New South Wales Government Tramways,
Manager's Office,
Sydney, 31st December, 1890.

RANDWICK RACES, 1st JANUARY, 1891.

A SPECIAL TRAM, suitable for private parties and indies, will leave BRIDGE-STREET for the Racecourse direct at 12 noon, arrive in time for the first race, and depart from Randwick after the finish of the last. Passengers are requested TO ENTER the cars from the Bridge-street Platform.

RETURN TICKETS, 3s 6d each, can be obtained at the Ticket Office, Bent-street.

SPECIAL FARE TO THE RANDWICK RACES.

The FARES by SPECIAL TRAMS (other than those above referred to) to the Randwick Racecourse, for the whole or any portion of the journey will be ONE SHILLING. SPECIAL ATTENTION is drawn to the fact that the RANDWICK AND COOGEE TRAMS WILL NOT STOP at the RACECOURSE PLATFORM, on either the up or down journeys, between the hours of 10 a.m. and 6 p.m.

SIR JOSEPH BANKS HANDICAP.

MONDAY, and TUESDAY, JANUARY 5th and 6th, 1891.

A SPECIAL TRAM will leave BENT-STREET at 1.35 p.m. for the SIR JOSEPH BANKS GROUNDS, and return from Botany at 5.35 p.m. FARE, ONE SHILLING, Cash or Tickets for the whole or any portion of the distance.

Particular attention is drawn to the fact that the ordinary 1.31 p.m. train FOR Botany, and the 5.36 p.m. train FROM Botany will NOT stop between Bay-street and the Pier.

ALTERATIONS IN TRAMWAY TIME-TABLES.

Commencing on MONDAY, the 12th JANUARY, 1891, the following ALTERATIONS will be made:—

COOGEE LINE.

TRAMS leaving COOGEE at 6.53 and 10.53 p.m.; RANDWICK at 7.5 and 10.15 p.m.; and MOORE PARK at 7.18 and 10.23 p.m. will be withdrawn in favour of Trams to leave as follows:—COOGEE at 7 and 10 p.m.; RANDWICK at 7.14 and 10.10 p.m.; and MOORE PARK, 7.27 and 10.23 p.m. The Tram now leaving BENT-STREET at 10.32 p.m. will leave at 10.45 p.m. for MOORE PARK and RANDWICK.

WAVERLEY LINE.

The Tram now timed to leave BONDI JUNCTION at 7.18 p.m., and QUEEN-STREET at 7.35 p.m. will be superseded by a tram leaving WAVERLEY at 7.22 p.m., BONDI JUNCTION at 7.26 p.m., and QUEEN-STREET at 7.35 p.m. for Sydney.

SANS SOUCI AND SANDRINGHAM.

The present SUNDAY TIME-TABLE will be CANCELLED after 3.10 p.m., and Trams will leave Sydney for Sans Souci and Sandringham as follows:—3.10, 4.10, 5.10, 6.10, and 8.10 p.m. The Tram from Sans Souci for Kogarah will leave at 7.40 p.m. in connect with the train leaving Kogarah at 8 11 p.m. for Sydney.

By order of the Commissioners,
JAMES ROBERTS,
Manager.

[NOTICE.—TO ALL WHOM IT MAY CONCERN.]

GOVERNMENT RAILWAYS

WIDENING OF RAILWAY LINE, MACDONALDTOWN TO LONG COVE CREEK.

Notice of Lands taken for Railway purposes by the Railway Commissioners of New South Wales.

WHEREAS by an Act of Council made and passed in the 51st year of the reign of her Majesty Queen Victoria, No. 25, it is provided that the authority to carry out that Act shall be three Commissioners, who shall be a body corporate by the name "The Railway Commissioners of New South Wales," and by that name shall have perpetual succession and a common seal, and subject to the provisions therein after contained shall have power to take, purchase, sell, lease, or hold lands, tenements, and hereditaments for the purpose of that Act; and by the same Act it is provided that whenever it shall appear to the Commissioners that for the purpose of maintaining the traffic on any existing line a partial reconstruction or partial duplication or other addition to or extension of the roadway of any existing line, or part of any such line, or any bridge, viaduct, or other work, or that the laying of new rails, or that any other repair or alteration of any line or work vested in them is necessary, they shall undertake, execute, and carry out any of the works aforesaid, so far as may be required for such purpose: And whereas by an Act of Council made and passed in the 54th year of the reign of her said Majesty Queen Victoria, No. 27, it is provided that for the carrying out of any authorised work it shall be lawful for the Constructing Authority, and all persons acting under such authority, to enter into and upon the lands and grounds of any person whomsoever, and to take and appropriate, for the purposes therein mentioned, such parts thereof as may be necessary and proper for the laying out, making, and using any authorised work, and all other works, matters, and conveniences connected therewith; and by the Act now in recital it is declared that in the said Act the expression "Constructing Authority" includes the Railway Commissioners, for the purpose of giving effect to any powers or duties conferred or imposed on them by that Act or by the firstly hereinbefore recited Act: And whereas, for the purpose of maintaining the traffic on the Great Southern Railway Line, the extension of the roadway or the widening of the said line between Macdonaldtown and Long Cove Creek, and the construction of other works in connection therewith, are deemed necessary by the Railway Commissioners: And whereas the said Railway Commissioners are the Constructing Authority for the purpose of executing and carrying out the aforesaid works within the meaning of the firstly hereinbefore recited Act: And whereas the Railway Commissioners aforesaid, under and by virtue of the powers given to them by the hereinbefore recited Acts, have taken and appropriated the land described in the Schedule hereto annexed as part of the land required for the extension of the roadway or widening of the said railway line between Macdonaldtown and Long Cove Creek, and the construction of other works in connection therewith; You are therefore hereby required to take notice that the Constructing Authority aforesaid has so aforesaid, taken and appropriated the said land set out in the said Schedule, which contains a true description of the land so taken, and that the Constructing Authority aforesaid is willing to treat as to compensation to be paid to all parties for the land taken and the damage sustained or that may be sustained by them by reason of the exercise of the powers conferred by the said Acts, and everything done by the Constructing Authority thereunder, and accordingly the Constructing Authority hereby demands from you the particulars of your estate and interest in such land, and of the claims made by you in respect thereof.

In witness whereof the Constructing Authority hath caused its Seal to be hereto affixed, at Sydney, in the Colony aforesaid, this twenty-third day of December, A.D. 1890.

(L.S.) W. M. PERON | Constructing
CHARLES OLIVER | Authority.

The Seal of the Constructing Authority was duly affixed hereto, in the presence of—

H. M'LACHLAN.

Schedule referred to in the foregoing Notice.

All that piece or parcel of land situated at Lewisham, in the parish of Petersham, county of Cumberland, and Colony of New South Wales: Commencing at a point on the northern fence of the railway from Sydney to Parramatta bearing north-westerly eighty-two links from the intersection of the eastern side of Fraser-road with said fence, and bounded towards the south-west by the said railway fence bearing north-westerly 32 degrees eight minutes and seventy-four links to the western side of Fraser-road; thence towards the north-east by the western side of Fraser-road bearing south thirty-eight degrees thirty-five minutes east sixty-seven and eighty-two links, and again towards the north-west, north-east, north-west and north-east by lines bearing north fifty-one degrees fifty-three minutes east thirty-one and five-tenths links, south thirty-eight degrees seven minutes east nineteen and three-tenths links, north fifty-one degrees fifty-three minutes east two and five-tenths links, south thirty-four degrees seven minutes east nine links, and south thirty-four degrees twenty minutes east forty-four and one-tenth links, to the point of commencement—and containing eight perches. (1076)

Government Notices.

General Post Office, Sydney,
31st December, 1890.

NOTICE.

POSTAGE-DUE STAMPS.

It is hereby notified, for general information, that, on and after the 1st JANUARY, 1891, any Postmaster or other postal official who shall receive payment of postage due on insufficiently prepaid or re-directed correspondence will be required, immediately upon collection of the sum charged, and before delivery of the article, to affix to the cover thereof postage-due stamps equivalent in value to the amount so collected, and, after affixing such stamps, to cancel same, either with the office date stamp or in such other manner as will prevent their being again used.

The public are respectfully requested to assist in the carrying out of this regulation, and of the same time protect themselves against the levying of any improper charge, by insisting upon the necessary stamps being affixed to the covers of taxed articles which they receive through the post immediately upon payment of the charge, and to report to this office any neglect on the part of an official to do so.

DANIEL O'CONNOR.

Department of Mines,
Sydney, 23rd December, 1890.

APPLICATIONS received in the Department of Mines for Permission to mine under roads, &c., &c., under the Mining Act of 1874, section 78:—

Date of application, December 11; date of receipt or application, December 13; name of applicant, Herbert Harper; description of land applied for, commencing at Long Nose Point, thence by the western boundary of R. D. Adams's lease to Woolwich, and comprising all the waters of the Lane Cove River and inlets as far as the bridge at Fig-tree Point, and all the waters of the Parramatta River and inlets as far as the railway bridge on the Sydney and Newcastle line; extent, 2600 acres; purpose for which land is to be used, to mine for coal and shale.

SYDNEY SMITH.

Amusements.

HER MAJESTY'S THEATRE.

Sole Lessee and Manager ... ... Mr. Gus. Bignold.
Stage Manager ... ... Mr. J. W. Hazlitt.
Treasurer ... ... Mr. C. H. Bailey.

Free List Entirely Suspended.

A HAPPY NEW YEAR TO ALL.

TO-NIGHT
TO-NIGHT,
JANUARY 1, 1891,
the
GORGEOUS CHRISTMAS PANTOMIME,
DICK WHITTINGTON
AND HIS CAT.

UNPRECEDENTED SUCCESS
UNPRECEDENTED SUCCESS
of the
Prodigiously picturesque, powerful, pathetic, pleasing, playful, and pre-eminently popular
CHRISTMAS PANTOMIME

DICK WHITTINGTON
AND HIS CAT.

The Entire Production under the direction of
Mr. FRANK EMERY.

PARTICULAR NOTICE
is drawn to the fact that, owing to other arrangements,

CINDERELLA
can only be played for
FIVE WEEKS.

*** ABSOLUTELY NO FREE LIST.

CHILDREN IN ARMS NOT ADMITTED.

Admission—Dress Circle and Reserved seats, 3s; Stalls, 2s; Family Circle, 1s. Box Office at the Theatre open daily from 10 till 4. Tickets for all parts at Jackson's Hotel.

TUTTLE and CO.—Special Holiday Prices for LARGE PHOTOGRAPHS.
Call and view the much-admired Specimens in our vestibule, Kidman's-buildings, 425 George-street.

"IN OLD MADRID" and "LULLABY" waltzes. Post free 2s 1d. W. H. Paling and Co., Ltd., 341 Geo-st.

PROFESSOR ANDERSON.
THE GREAT WIZARD OF THE NORTH.

BONDI AQUARIUM.
Lessee and Manager ... ... Alfred Wyburd.

THIS DAY.	NEW YEAR'S DAY, January 1, 1891.	THIS DAY.
THIS DAY.		THIS DAY.
THIS DAY.	NEW YEAR'S DAY.	THIS DAY.

Hon. Secs.

A Congress of Novelties, making a stupendous programme, which the Press and Public acknowledge that
THE PINNACLE IS REACHED AT LAST.

OUR NOVELTIES:

Skatiste	THIS NEW YEAR'S DAY.	Aerobats
Flying Trapezists		Bicyclists
Calisthenists		Wire Walkers
Vocalists		Instrumentalists
Minstrels		Illusionists
Dark Seaside		Feats of Strength

Making one whirl of continuous delight of 12 hours.

OUR ARTISTS:

Mdlle. Zoia	THIS NEW YEAR'S DAY.	Miss Ettie Diamond
Miss Ruby Warren		Miss Grace Hardy
Miss Phoebe Levy		Miss Lillie Ward
Prof. Canasis		Mr. F. Norris
Mr. W. B. Cadnow		Mr. Will Connolly
Prof. Omni		Harry Bedford
Mr. Harry Gilbert		Mr. Geo. Turner
Mr. Harry Cremer		Mr. C. Thompson
Mr. Sam Rowley		Mr. J. Delahasty
Mr. H. Flaherty		Mr. W. Thompson
Mr. Geo. Bailey		Mr. Joe Braley
Mr. Harry Carlton		Mr. W. Wesley
Mr. W. Green		Mr. Harry Sinclair

OUR AMUSEMENTS:

Switchback Railway	THIS NEW YEAR'S DAY.	Camera Obscura
Flying Machines		Shooting Gallery
Skating Rink		Swings
Shrubauts		Merry-Go-Rounds
Sea-bows		Fortune-telling
Donkeys		Ponies
Performing Seals		Turtles

THE BRITANNIA BRASS BAND (20)
SPECIALLY ENGAGED
AFTERNOON and EVENING.
THE LARGEST and BEST AQUARIUM IN THE WORLD.

Aquarium and Grounds open from 10 a.m. to 10 p.m.
Beautifully Illuminated by Electric Lights.
THE CHILDREN'S PARADISE.
Admission, 1s; children, 6d. Train fare, 4d.
Special and extra trains every few minutes.

FIVE THOUSAND SOLD. Paling and Co.'s XMAS ANNUAL, Price 1s 1d, post free.

TO-DAY TO-DAY. BECHABITE PICNIC.
PEARL BAY. PEARL BAY.

Five fast and commodious steamers run from Floating Jetty, Circular Quay, every half-hour from 9.30 a.m. until 2.30 p.m. Hot and cold water free.
First-class brass band, sports, &c.
This is the family picnic of the year.
Tickets—Adults (return), 1s 6d; children, 1s.

ZOOLOGICAL GARDENS,
MOORE PARK.
NEW YEAR'S DAY.
THE CHEAPEST,
MOST INSTRUCTIVE,
AND DELIGHTFUL PLACE

near Sydney to spend a happy day. As a recreation and picnic ground it has no equal. Ladies and gentlemen having families please note this. A nice pavilion and shady trees, with smooth-shaven grassy slopes and lawns, for picnickers. Pretty views of Lakelet, Island, Fountain, Willows, Palms, and Flower Beds, a mass of varied colours.

Wild Fowl in endless variety on the Lake, including the Albatross, the King of the Southern Ocean Sea Birds.

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PALING and CO.'S XMAS ANNUAL.—16 popular Songs and Pieces. All booksellers, 1s.

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THEATRE ROYAL.
Lessee ... ... Mr. S. Lazar.
Treasurer ... ... Mr. G. L. Goodman.
Musical Conductor ... ... Mr. H. T. Harrison.
Under the direction of
Mr. GEORGE MUSGROVE.

OVERTURE at 7.30 SHARP.

A HAPPY NEW YEAR TO ALL.

TO-NIGHT, at 7.30.

CINDERELLA
CINDERELLA
CINDERELLA,

THE PRINCE, THE FAIRY,
Gold and Silver, and the Little Glass Slipper.
The
MOST GORGEOUS PANTOMIME
ever
PRODUCED IN AUSTRALIA.
READ THE UNANIMOUS OPINIONS OF THE PRESS, which is endorsed by the THOUSANDS who have witnessed
THIS TRULY GREAT PRODUCTION.

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Characters by a
GREAT BURLESQUE COMPANY,
comprising an array of
OPERATIC and DRAMATIC TALENT
seldom seen in any Xmas production.

THE MAGNIFICENT SCENERY
by Messrs.
GORDON, BRUNTON, and HENNINGS
(the theme of admiration).

The Innumerous, ELEGANT,
and Costly COSTUMES
(the talk of the town).

FAIRY CARRIAGE
and BEAUTIFUL PONIES.

WELL-SELECTED MUSIC.

MULTIPLEX SONG and DANCE.

GRAND PROCESSIONAL
and
STATUE BALLETS.

KALEIDOSCOPIC MARCHES.

CHARMING CHORUSES
of NURSERY RHYMES
(Practically Illustrated).

TOPICAL SONGS AND DUETS.

THE TRANSFORMATION SCENE,
A Triumph of Scenic Art.

IMPOSING TABLEAUX.

NUMEROUS HARLEQUINADE,
in which will appear
Mr. EMERY as CLOWN.

The Entire Production under the direction of
Mr. FRANK EMERY.

PARTICULAR NOTICE
is drawn to the fact that, owing to other arrangements,

CINDERELLA
can only be played for
FIVE WEEKS.

*** ABSOLUTELY NO FREE LIST.

CHILDREN IN ARMS NOT ADMITTED.

Admission—Dress Circle and Reserved seats, 3s; Stalls, 2s; Family Circle, 1s. Box Office at the Theatre open daily from 10 till 4. Tickets for all parts at Jackson's Hotel.

TUTTLE and CO.—Special Holiday Prices for LARGE PHOTOGRAPHS.
Call and view the much-admired Specimens in our vestibule, Kidman's-buildings, 425 George-street.

"IN OLD MADRID" and "LULLABY" waltzes. Post free 2s 1d. W. H. Paling and Co., Ltd., 341 Geo-st.

PROFESSOR ANDERSON.
THE GREAT WIZARD OF THE NORTH.

GAIETY THEATRE.

TO-NIGHT and EVERY EVENING,
GREAT SUCCESS OF THIS MARVELLOUS ENTERTAINMENT.
GREAT HOLIDAY PROGRAMME CONTINUED.
PROFESSOR ANDERSON'S FLOATING LADY.
THE HAUNTED PAVILION.
DARK DEEDS OF DR. FAUSTUS,
A MURDEROUS SCENE ENACTED.
THE AWFUL VOICE FROM THE GRAVE.

BLANCHE ANDERSON as the MYSTERIOUS VISION.

3s, 2s, and 1s. Reserved Seats 1s extra, at Nicholson's.

PROFESSOR ANDERSON.
THE GREAT WIZARD OF THE NORTH.

BONDI AQUARIUM.
Lessee and Manager ... ... Alfred Wyburd.

THIS DAY.	NEW YEAR'S DAY, January 1, 1891.	THIS DAY.
THIS DAY.		THIS DAY.
THIS DAY.	NEW YEAR'S DAY.	THIS DAY.

Hon. Secs.

A Congress of Novelties, making a stupendous programme, which the Press and Public acknowledge that
THE PINNACLE IS REACHED AT LAST.

OUR NOVELTIES:

Skatiste	THIS NEW YEAR'S DAY.	Aerobats
Flying Trapezists		Bicyclists
Calisthenists		Wire Walkers
Vocalists		Instrumentalists
Minstrels		Illusionists
Dark Seaside		Feats of Strength

Making one whirl of continuous delight of 12 hours.

OUR ARTISTS:

Mdlle. Zoia	THIS NEW YEAR'S DAY.	Miss Ettie Diamond
Miss Ruby Warren		Miss Grace Hardy
Miss Phoebe Levy		Miss Lillie Ward
Prof. Canasis		Mr. F. Norris
Mr. W. B. Cadnow		Mr. Will Connolly
Prof. Omni		Harry Bedford
Mr. Harry Gilbert		Mr. Geo. Turner
Mr. Harry Cremer		Mr. C. Thompson
Mr. Sam Rowley		Mr. J. Delahasty
Mr. H. Flaherty		Mr. W. Thompson
Mr. Geo. Bailey		Mr. Joe Braley
Mr. Harry Carlton		Mr. W. Wesley
Mr. W. Green		Mr. Harry Sinclair

OUR AMUSEMENTS:

Switchback Railway	THIS NEW YEAR'S DAY.	Camera Obscura
Flying Machines		Shooting Gallery
Skating Rink		Swings
Shrubauts		Merry-Go-Rounds
Sea-bows		Fortune-telling
Donkeys		Ponies
Performing Seals		Turtles

THE BRITANNIA BRASS BAND (20)
SPECIALLY ENGAGED
AFTERNOON and EVENING.
THE LARGEST and BEST AQUARIUM IN THE WORLD.

Aquarium and Grounds open from 10 a.m. to 10 p.m.
Beautifully Illuminated by Electric Lights.
THE CHILDREN'S PARADISE.
Admission, 1s; children, 6d. Train fare, 4d.
Special and extra trains every few minutes.

FIVE THOUSAND SOLD. Paling and Co.'s XMAS ANNUAL, Price 1s 1d, post free.

TO-DAY TO-DAY. BECHABITE PICNIC.
PEARL BAY. PEARL BAY.

Five fast and commodious steamers run from Floating Jetty, Circular Quay, every half-hour from 9.30 a.m. until 2.30 p.m. Hot and cold water free.
First-class brass band, sports, &c.
This is the family picnic of the year.
Tickets—Adults (return), 1s 6d; children, 1s.

ZOOLOGICAL GARDENS,
MOORE PARK.
NEW YEAR'S DAY.
THE CHEAPEST,
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CRITERION THEATRE.

Sole Lessees and Managers,
Mr. BROUGH and Mr. BOUCICAULT.

Acting Manager ... ... H. J. Magee.

Overture, 8. Curtain, 8.5. Carriages, 10.30.
IMMENSE SUCCESS.
and
RETURN OF THE OLD FAVOURITES,
the
BROUGH-BOUCICAULT COMEDY COMPANY,
in the inimitable Comedy, in 5 acts, by
B. C. STEPHENSON, Esq.
(founded on "La Maison du Mari"),
entitled
IMPULSE
IMPULSE
IMPULSE.

Cast of Characters:

Sir Henry Auckland	Mr. Lawrence
Colonel Macdonald	Mr. Lyndal
Captain Crichton	Mr. Fitzbridge
M. de Riel	Mr. Cohot
Graham	Mr. Gordon
Parker	Mr. St. Inyre
Walter	Mr. Chitnerw
Mrs. Macdonald	Mrs. Williamson
(Her first appearance in Sydney)	
Mrs. Beresford	Miss Enson
Miss Kilmere	Miss Romer
Mrs. Birkett	Miss Montford.

Prices: 5s, 3s, 2s, and ONE SHILLING.

BOX PLAN at Nicholson and Co.'s Music Warehouse.

VANDYCK STUDIOS, corner George and Market streets.—Superb Photography. Cabinets from 10s doz.

CENTENNIAL HALL.

TO-NIGHT. TO-NIGHT.

MADAME PATEY'S
FAREWELL CONCERT.

LAST APPEARANCE PRIOR TO DEPARTURE
FOR CHINA AND JAPAN.
GRAND PROGRAMME
of
NATIONAL MUSIC.

MADAME PATEY will sing
"Alas! Those Chimes,"
"Kathleen Mavourneen,"
"Scots Wha Hae."
Miss ROSSOW will sing
"The Beating of My Own Heart,"
"Kate O'Shane,"
and, with Mr. PATEY,
"Cruiel Percha,"
and with Mr CRAVEN
"This Magic Wave Scarf."
Mr. CRAVEN will sing
"The Death of Nelson,"
"Dear Little Shamrock."
Mr. PATEY will sing
"In Happy Moments,"
"Off to Philadelphia."
Mr. LEMMONE will play
English Melodies and
Rustic Dance
Mr. G. RIVERS ALLPRESS will play
Scotch Airs,
St. Patrick's Day.

Plan open at Paling and Co.'s.
Prices—3s, 2s, 2s, and 1s.
Doors open at 7 o'clock.

"WHIST! THE BOGIEMAN," just published. Sung in Pantomime. Post free 1s 1d. Paling and Co.

ROYAL STANDARD THEATRE.
Castlereagh-street, near Bathurst-street.

The Coolest Theatre in Town.

TO-NIGHT. TO-NIGHT.
THURSDAY, 1st JANUARY.

LES CLOCHES DE CORNEVILLE.
50 Performers. 50
Conductor: A. W. JUNCKER.
Come and hear "Flower Bell, the Forest Queen."
Come and hear "Just Look at That."
Come and hear "Ding Dong."
Come and see "Maypole Dance."

Doors open 7.15, commence 7.45. 3s, 2s, 1s.
Visitors should certainly see this splendid production.

ROYAL STANDARD THEATRE.
Castlereagh-street.

A Grand
Dramatic Performance
"THE MERCHANT OF VENICE,"
will be given in the above theatre on
FRIDAY EVENING,
at 8 p.m.

At the conclusion of the Dramatic Performance a grand CONCER

CHRONICLE OF OCCURRENCES, 1890.

JANUARY.

1.—47,781 persons carried by train; train takings estimated at £1000. Drowning fatality in the harbour, off Bradley's Head. Captain G. Dewar drowned at the Centennial Park. Salvation Army demonstration commenced.
2.—The time-expired officers and men from H.M.S. Royalist and Egeria transhipped to the s. Port Victor, homeward bound.
3.—Collapse of the Volunteer Artillery Hotel, George-street North; two lives lost.
4.—Nomination of aldermen of the first Municipal Council of Katoomba. Railway accident near Carcoar.
4.—Sir H. Parkes delivered an address at Manly on federation.
7.—Inaugural proceedings of the Association for the Advancement of Science, held at Melbourne; Mr. B.C. Russell resigned the presidency to Baron von Mueller.
8.—Messrs. Goldsbrough, Mort, and Co. started the wool sales of the year with a catalogue of 8104 bales.
8.—A new system of haulage inaugurated at the Hermitage Colliery, Lithgow Valley.
10.—Police-sergeant Beatty murdered at Penrith by an Indian. The heaviest rainfall for 15 years occurred at Bourke.
11.—Diphtheria prevalent at Bathurst; the Public schools at Bathurst and Millthorpe closed for a fortnight. The memorial stone of St. Paul's Church, Stockton, laid by Bishop Camidge.
12.—Additions to the Ashfield Public School formally opened.
14.—The Mayor formally opened the Hotel Métropole, in Rent-street. Lord Carrington visited the New Zealand Exhibition.
15.—Rabbits reported to be swarming in thousands on the Balranald town common.
16.—The Kiama Agricultural Association's annual show opened.
17.—The wreck of the steamer Centennial sold by auction for $350.
18.—Heavy floods reported in the Clarence and Hastings districts; the mail coach upset in a creek.
21.—An International Conference of delegates from Australian Natives' Associations commenced in Melbourne.
22.—The Mudgee Shearstone Company's works opened. The Bowral Town Hall opened.
23.—The Mayoress of Sydney held a reception at the Exhibition building.
25.—Fatal railway accident in the tunnel near Redfern railway station.
26.—Strathfield Trinity Congregational Church opened.
27.—The completed sanctuary of St. Mary's Cathedral opened. The foundation-stone laid of the Sydney Freethought Hall in Campbell-street.
27.—The 102nd anniversary of the foundation of the colony celebrated. The steamer Riverina ashore near Bush Point.
28.—The Colonial Treasurer, the Minister for Justice, and the Chief Commissioner for Railways returned to Sydney from New Zealand.
29.—The West Wallsend coalminers' strike. The R.C. Bishop entertained by the Mayor at the Town Hall.
30.—The intercolonial cricket match between New South Wales and Victoria won by New South Wales by four wickets and 2 runs.

FEBRUARY.

1.—The Boys' Farm Home at Camden (the gift of Mr. W. H. Paling) formally opened by the Minister for Public Instruction.
3.—Telephonic fire alarms placed in the city.
4.—Cardinal Moran opened the Catholic bazaar at Kogarah. The Wollongong Agricultural Show opened.
6.—The Federation Conference opened at Melbourne. Fatal tramway accident on the Botany line; driver Logan killed.
7.—Municipal elections took place. Hudson's freight cars for conveyance of chilled meat tried.
8.—Lord Carrington returned from Auckland. The foundation-stone of the bridge over the River Darling at Wilcannia laid.
10.—Death of Mr. Andrew Town. Trial of an improved blasting process at Saunders's quarry, Blackwattle Swamp.
11.—The Anglican Synod opened at Bathurst. The Cumberland Annual Fruit Show opened in the Parramatta Town Hall.
12.—Balloon ascent and parachute descent from Ashfield recreation ground by Mr. J. T. Williams. A violent wind storm took place at Cudgelleo, doing great damage to the township.
13.—Mr. Justice Innes returned to Sydney by the steamer Shannon. A successful trial made of Woods's automatic disinfecting filter.
14.—The final sitting of the Federation Conference held.
15.—The first of the new series of Hazan's orchestra concerts took place in the Exhibition Building. Sir Henry Parkes returned from Melbourne.
15.—The Convent of Mercy at Gundagai opened by the Bishop of Goulburn. Dr. Lanigan.
18.—The International Match Cricket Match between New South Wales and South Australia won by New South Wales by nine wickets and 3 runs.
19.—Mr. Lovett, governor of Darlinghurst Gaol, died.
20.—The Autumn Exhibition of the Horticultural Society opened for the Exhibition building.
20.—Heavy rain in Sydney. An extensive landslip occurred on the Bulli Mountains. Reported discovery of silver and copper near the Jenolan Caves.
21.—The Town Hall, West Maitland, completed and formally handed over to the Borough Council. Floods in the country and landslips. Heavy rain in the city.
22.—A strike occurred among the operative bakers.
23.—Heavy rain in Sydney and in the North; the rivers flooded.
24.—A. W. Arnhem found guilty of the murder of Mr. J. H. Bartlett in King-street, and sentenced to death.
25.—Floods in the Hunter district.
26.—The Minister for Public Instruction opened the Girls' School at Liverpool. The Strasburg Clock, made by Mr. Smith, of Oxford-street, purchased by the Government for the Technological Museum.
27.—A wrought-iron pipe factory opened at Ultimo.
28.—The s. Bulla mail s. Gunarra wrecked near Thursday Island; great loss of life.

MARCH.

1.—Collision in the harbour between the s. Adelaide and the schooner Colonist; the Colonist foundered. Cardinal Moran blessed the school-church erected at Rydalmere.
3.—The first meeting of the new Land Court held in the Darlinghurst Courthouse.
4.—The union of the marine municipalities of St. Leonards, East St. Leonards, and Victoria practically consummated.
4.—Railway accident at Quaker's Hill, near Blackheath.
6.—Arrival of Mr. Henry George and the American sculler O'Connor.
7.—O'Connor, the American oarsman, welcomed by the Mayor. Mr. Henry George banqueted at the Town Hall.
8.—St. Matthew's Anglican Church, Bondi, opened by the Dean of Sydney.
8.—Mr. Henry George delivered the first of a series of lectures in Sydney.
14.—Mr. Henry George delivered the second of his series of lectures at the Exhibition Building.
11.—Railway goods train wrecked near Bell by falling down the embankment, weakened by a washaway; the driver killed. The town of Grafton submerged.
22.—The sentence of death passed on Willoughby and Andrew for the murder of Mr. Kitchener in Kent-street committed to imprisonment for life. Floods in the country districts. The dredge Clarence swept out to sea.
13.—Mr. Jacob Pitman, brother to the inventor of phonography, died.
14.—Special grants made by the Minister for Public Works to municipalities for repair of main roads injured by late floods.
15.—The memorial-stone of a new Primitive Methodist Church laid at Dulwich Hill.
16.—Cardinal Moran blessed the new presbytery adjoining St. Patrick's R.C. Church.
17.—St. Patrick's Day celebrated.
18.—Fatal distress in the Clarence district from the floods. Burglary at M'Lean Brothers and Rigg's premises, George-street.
19.—Foundation-stone laid of new Oddfellows' Hall at Kiama.
20.—Canon Saumarez Smith elected Bishop of Sydney.
21.—A trial made of Hudson's new lavatory linen carriages, which were run from Sydney to Wentworth Falls and back.
23.—The electric light installed at Moss Vale by Lord Carrington. Death of Captain William Howard Smith.
24.—The premises of the Stock Exchange of New South Wales formally opened.
26.—Mr. C. H. T. Pinhey appointed Registrar-General, vice Mr. H. D. Ward, resigned. Fearful hurricane at Townsville.
28.—The Right Rev. Dr. Murray, R.C. Bishop of Maitland, welcomed at Maitland on his return from Europe.
27.—The Orange Agricultural Show opened.
28.—The sculling race between Matterson and M'Leod won easily by M'Leod.
29.—Floods in the Gwydir; the town of Moree surrounded by water; visitors unable to leave. The Church of England parsonage at Temora burnt.
31.—The fastest recorded passage between Rockhampton and Brisbane (25½ hours) made by the s. Arawatta.

APRIL.

1.—The English mails, per Britannia, delivered on the 22nd day after London postal date.
3.—The Agricultural Society's Exhibition opened. The Wheel Labourers' Conference closed. Death of the Hon. David Buchanan.
4.—The Easter Encampment held.
8.—Sir Henry Parkes turned the first sod in connection with the Broken Hill Water Supply Works. Mr. Vivian, the freetrade candidate, elected for the Hastings and Manning electorate.
9.—Sir Henry Parkes laid the foundation-stone of the Miners' Hall at Broken Hill.
9.—The Agricultural Society's Show closed.
9.—Mr. Eve and Mr. Young elected as transit commissioners.
10.—The first sitting of the Land Appeal Court took place at Wagga. The Mayor's ball held in the Exhibition Building.
11.—The Hon. James White's Kirham stud sold at Randwick.
12.—The Easter Encampments broken up. Arrival of the M.M.S. Australien, the longest steamship ever in Australian waters.
14.—The 39th annual University Commemoration held. Serious floods at Bourke.
15.—Sir P. Jennings, Mr. W. R. Campbell, Dr. H. J. Tarrant, and Mr. C. J. Roberts, C.M.G., appointed to the Legislative Council. The Australien (s.) floated into the new dock at Cockatoo Island.
16.—The Mayoress's reception took place in the Exhibition Building. The prize of £300 for the best School History of New South Wales awarded to Mr. H. H. Lusk.
18.—Thomas Cosgrove sentenced to 10 years' penal servitude for having placed dynamite in a building with intent to destroy it.
18.—The town of Bourke flooded, the embankment, which had been erected to protect the town, having given way.
19.—The New Zealand Exhibition, which was opened on November 22, 1889, officially closed.
21.—The City Railway Commission commenced its sittings at the Town Hall.
22.—The borough of Enfield lighted by electric light.
23.—The roof of the Wallsend Colliery fell in over a large area, throwing 240 men out of work. The sculling race between Brown and Bubear won by Bubear on a foul.
24.—A public meeting in aid of the sufferers by floods held in the Town Hall. The embankment round the town of South Carroll swept by flood waters.
25.—The body of murdered man found on the shores of Woolloomooloo Bay.
25.—Sculling championship race between Matterson and Kemp, won by Kemp easily. Railway accident at Bathurst; three persons killed, others seriously hurt.
26.—The work of laying the duplicate cable connecting Australia with New Zealand commenced at Botany Bay.
28.—The fastest passage on record, from San Francisco to Auckland made by the R.M.S. Alameda, in 17 days 22 hours 15 minutes. Cyclonic storm at Randwick.
29.—Opening of Parliament.
30.—The foundation-stone of the electric lighting station at Penrith laid, and the first sod of the Penrith water supply turned, by Mrs. Smith, Mayoress of Penrith. Important discovery of marble near Casino.

MAY.

1.—Court-martial held on board H.M.S. Opal.
2.—The first season of the Land Court at Tamworth opened.
3.—The closing of the yachting season of 1889-90 celebrated by a complimentary dinner to the commodore of the Royal Sydney Yacht Squadron.
5.—A public trial successfully made of Betham and Woolnough's patent detaching gear for boats.
6.—Mr. Henry George delivered the last of his lectures. The steamer Tomki successfully floated.
7.—The Federal Convention resolutions moved in the Legislative Assembly by Sir Henry Parkes. The Wesleyan Methodist Conference commenced its sittings.
8.—The Hawkesbury District Agricultural Show opened. The railway proposals brought forward in the Assembly.
9.—A meeting of the Royal Commission on the city railway scheme held at the Town Hall; Mr. Eddy made a statement of the scheme recommended by the Railway Commissioners. The Great Northern Colliery, at Tarahba, purchased by a syndicate.
10.—Cricket match won by the Australians against Lord Sheffield's team at Sheffield Park, England, in an innings with 34 runs to spare. Miss Clune and Miss Campbell received into the Sisterhood of the Convent of Mercy at Goulburn.
12.—The telegraph operators' warrant operates. Fatal accident at the new Lands Office buildings.
13.—Railway collision on Great Northern Line, near Parkes station; B. McFayden and a racehorse killed, eight passengers injured.
14.—The ladies in aid of the Carrington Convalescent Hospital held at the Exhibition Building.
15.—The sculling championship race between Kemp and M'Leod won by Kemp by six lengths.
16.—The first message sent through the new cable between Sydney and Auckland.
17.—The Rowing Association Regatta held on the Parramatta River.
18.—Serious accident to Sir Henry Parkes.
19.—The Hon. Darling in flood at Wilcannia.
20.—Railway communication restored between Sydney and Clarke. Kemp, the sculler, banqueted at Windsor, Brierly.
21.—The annual meeting of the Australian Mutual Provident Society held. A destructive fire took place at Cootamundra.
22.—The Divorce Extension Bill counted out in the Legislative Council. The Wesleyan Methodist Conference closed.
23.—Parramatta Agricultural Show opened.
24.—Dinner at Government House in honour of the Queen's Birthday. The Vernon boys entertained by Mr. Henry Parkes. The Australian Eleven won a match against Surry by eight wickets.
26.—The Queen's Birthday celebrated. Levee at Government House.
27.—Sir Henry Parkes attained his 75th birthday. Death of Mr. Robert Trefalds, one of the pioneers.
28.—Serious railway accident near Bourke and Singleton.

JUNE.

1.—Cardinal Moran blessed the new sanctuary and addition to St. Mary's R.C. Church, Burwood.
2.—Mr. Henry George banqueted by the Mayor. Mr. George Pile gave particulars of a scheme for the City Railway, before the Royal Commission on City Railways.
3.—Mr. Henry George left Sydney by the Melbourne express on his return to America.
4.—Mr. Carruthers issued a circular to the head teachers of public schools in favour of the institution of an Ash Day. Mr. Taylor reports favourably of the press of rabbit destruction at Turyawynia.
5.—Clubs formed in Public schools for practical testing of bee-farming, agriculture, and horticulture.
7.—Mr. Coote welcomed on his arrival, and banqueted by the Mayor at the Town Hall.
8.—A new Public school opened at Smithfield.
10.—The Federation resolutions unanimously agreed to in Victoria.
11.—Outbreak at the Girls' Industrial School, Parramatta.
13.—Accident to lighting railway cars by electricity, on the Thompson-Houston lamps.
14.—The Intercolonial University Eight-oar Boatrace won by the Sydney crew, on the Yarra, by 3½ lengths.
15.—Wreck of the s. Yon Yangs, near Cape Willoughby.
16.—The Corn Trade and Produce Merchants' Association closed. Death of the Rev. G. F. Arthur.
17.—Sir Charles and Lady Hallé arrived in Sydney from Melbourne.
18.—Sir Charles and Lady Hallé's first concert in Sydney held at the Centennial Hall.
19.—Discovery of rocks in Torres Straits by H.M.S. Cambler. An important meeting of commercial men held respecting the dispute in the shipping trade.
20.—Death of the Rev. D. P. Quirk.
21.—Inspection of Public School Cadets by Major-General Richardson took place at Moore Park.
22.—The new R.C. Church of St. Francis at Paddington opened.
23.—The sculling race on the Parramatta river between Stanbury and O'Connor won by Stanbury by three lengths.
24.—Dr. Saumarez Smith consecrated in St. Paul's Cathedral, London, by the Archbishop of Canterbury. St. John's College annual commemoration.
25.—Death of Mr. Daniel Melhado.
26.—J. Hawthorne, member for Balmain, resigned his seat in the Assembly. The members of the Presbyterian Commission to the New Hebrides returned per s.s. Waroonga. The second Halle-Neruda concert held.
28.—The Great Southern Silver Mine at Arramagong, near Grenfell, successfully floated.
29.—The first sod of the tramline to connect the town of Ipswich with the railway turned.
30.—Cardinal Moran opened St. Peter and Paul's Cathedral, Goulburn. Captain Affleck, of the steamer Australian, washed overboard and drowned.
30.—The sculling match between Stanbury and O'Connor won by Stanbury by eight boats' lengths. The Hon. C. S. Mein and the Rev. J. H. Fletcher died.

JULY.

1.—The new Town Hall at Casino opened.
2.—The opening of the new club-house of the Workers' Co-operative Guild Club celebrated.
3.—The Poultry Show opened at Moore Park. The third reading of the Divorce Extension Bill agreed to in the Legislative Council.
4.—The anniversary of American Independence celebrated.
5.—Dedale and Punchbowl Bridges formally opened by the Mayor of Enfield.
7.—The Cabinet decide to invite applications for the position of engineer-in-chief for railways.
8.—Messrs. Goldsbrough, Mort, and Co.'s annual stud sheep fair commenced.
9.—Landslip of several thousand yards occurred on the Mudgee railway line.
10.—J. J. S. Hawthorne re-elected for Balmain.
11.—The first quarterly show of the Parramatta Fancy Pigeon and Homing Society opened. Cable communication with Europe interrupted.
12.—The memorial stone laid of the Paddington branch of the Sydney City Mission. Death of the Hon. James White, M.L.C. Orange celebration in the Exhibition Building.
14.—The Government decide to continue the erection of the Sydney Hospital on the Macquarie-street site. The French National Fête celebrated.
15.—Collision off Sydney Heads between s.s. Hesketh and Royal Shepherd; the Royal Shepherd sunk.
16.—Mr. W. M'Court, M.L.A., appointed a member of the Public Works Committee, vice Hurley. Strike of the wharf labourers. Wreck of the barque Diaz.
17.—The wharf labourers' dispute settled.
20.—Double communication with Europe restored.
21.—Mr. C. A. Wood, B.A., appointed to the Challis Lair of History. Collision off Bradley's Head between the steamer Fiado and schooner Victoria; the schooner sunk.
22.—The Tramway Bill of the S. T. and O. Co. approved by the City Council.
23.—The Government returns (read at the meeting of the Chamber of Commerce) show a surplus of £97,919 for exports over imports for the year ending December 31, 1889. The N. S. W. Poultry, Pigeon, Canary, and Dog's Society's Exhibition opened in the Exhibition Building.
24.—The Namoi nominations took place.
25.—Lord and Lady Carrington visited Fort-street School. Fire at 76-78 Clarence-street. The last sitting in Albury of the Land Appeal Court held.
26.—Mr. Hurley re-elected for Hartley. News received of the appointment of the Earl of Jersey to succeed Lord Carrington.
28.—Sir Charles and Lady Hallé gave their final concert.
29.—Mr. W. L. Vernon appointed Government Architect.
30.—Bondoolin Agricultural Show commenced.
31.—The draft agreement between the S. A. Railway Commissioners, Silverton Tramway Company, and Broken Hill Proprietary Company published.

AUGUST.

1.—Harbour Day celebrated at the Waverley Public Conference held in Melbourne. The sculling match between Stanbury and M'Lean won by M'Lean.
18.—Execution of Albert Smidt at Wagga, for the murder of John Young Taylor. The International Lawn Tennis Tournament at Melbourne closed.
19.—Railway accident at Barber's Creek, near Yass station. Heavy fall of rain, and tempestuous weather along the coast.
20.—Death of the Countess of Roseberry.
21.—Collision in the harbour between the Neutral Bay ferry steamer Lotus and the steamer Alert.
22.—Death of Professor Stephens, of the Sydney University. Burglary at the Art Gallery; many valuable coins stolen.
23.—Cardinal Moran opened a new Roman Catholic school-church at Mosman's Bay.
24.—The special constables, numbering 1200, paraded and disbanded, after an address by Sir Henry Parkes. Fatal accident at the Bonebo Quarries, Kiama; Thomas Cuddon killed. Collapse of premises, No. 679 George-street.
25.—The Goulburn gunboat arrived.
26.—The first of the new letter-pillar boxes erected at the corner of Hunter and Pitt streets. Death of Mr. W. Graham, of Strathfield, Waverley.
27.—A seaman named John Payne shot himself on the stage of the Theatre Royal.
28.—The new Council-chambers at Katoomba formally opened.
29.—The Rotunda in Lambton Park, near Newcastle, opened. The *Herald* "Wayagoose" held at Botany.
30.—St. Andrew's Presbyterian Church, Newcastle, opened.

DECEMBER.

1.—The West Macquarie nomination took place. The annual election of city aldermen and auditors held. The Storm King lifeboat arrived per s.s. Burrumbeet.
2.—Disastrous fire at Gibbs, Bright, and Co.'s wharf, Millers Point; loss estimated at £20,000.
3.—Cardinal Moran distributed the prizes at St. Joseph's College, Hunter's Hill. The Junee Cottage Hospital opened. Midwinter, the cricketer, died in Melbourne.
4.—Bibulo, the racing man, completed his 40 days' fast. Coal discovered at Moonee Bar, near Coraki, Richmond River.
5.—Farewell performance of Mr. Ballew and Mrs. Potter at the Theatre Royal. The annual commemoration of St. Andrew's College held.
6.—Mr. Crick returned for West Macquarie.
7.—Heavy thunderstorm at Louth.
8.—The Metropolitan Street Improvement Bill introduced in Assembly by Sir Henry Parkes. Fatal railway accident at Junee.
9.—Alderman Burdekin re-elected Mayor of Sydney.
10.—The Redfern Public Park opened.
11.—Lord and Lady Carrington arrived in London.
12.—A partial eclipse of the sun took place. A fire broke out at Nos. 506 and 508 George-street, but was quickly subdued.
13.—The Hon. J. H. Carruthers opened the Public School and School of Arts at Rydalmere.
15.—The championship sculling match between Kemp and M'Leod won by M'Leod.
16.—Mr. Hurley's motion that the Post Office carvings be not removed without the authority of Parliament carried by 54 against 5.
17.—The Technological Museum, West Maitland, opened.
18.—The Census Bill passed in the Assembly.
19.—Metropolitan Improvement Bill passed through Council with amendments, which were agreed to by Assembly. Full Court quashed conviction against George for robbery, the ground being that on findings of jury he should have been acquitted.
20.—Assembly met, and there was no quorum; Parliament prorogued immediately afterwards by proclamation. Government reduced sentence passed on "Queensland Union" Leaders, and on Hay, Tyrmont branch E. S. and A. C. Bank robbed £100 Union Bank notes.
21.—Engine of train from Cooma to Sydney left line at the points; number of trucks derailed.
22.—Cardinal Moran presided at annual treat to members of Working Girls' Factory Club, Garrick Theatre, on site old Academy of Music, Castlereagh-street, opened.
23.—Three companies, for carrying on business without registering their offices lined. Cricket match, New South Wales v. South Australia, won by former by six wickets.
24.—J. L. Toole gave a farewell performance at Theatre Royal. Richard Simpson, free labourer, committed at Bulli, on charge of wounding with assaulting unionist. Man named Young killed while working at Lands Office; John Simpson also seriously injured.
25.—John Simpson, who was injured at Lands Office, died.
26.—Bulawarra miners' strike practically terminated. Intercolonial cricket match, Victoria v. New South Wales, commenced. Two men arrested on suspicion stealing notes to value of £100 from E. S. and A. C. Bank. Unions and non-unions in the Eastern and Australian Steam Ship Company struck on question of time payment.
27.—Body of man named Felix Edwin Barnett, found Congee Reserve, bullet wound in head; Hon. James H. Neale, M.L.C., died.
28.—Mr. Alderman Ernest Robert Cutler, shot himself at Cremorne through disappointed love; meeting held Victoria Park protest against encroachment on park by construction bowling green; terrific storm at Denliquin, many buildings damaged.
29.—Intercolonial cricket match, Victoria v. New South Wales, won by former by 36 runs.
30.—Ship Kelton arrived at Melbourne, captain, mate, and five seamen suffering from smallpox. Three men and three women shipwrecked by upsetting of a boat at Lake Wakatipu (N.Z.). Disastrous fire in London.
31.—Government entered into large contracts for the supply of coal. Australian Gaslight Company notified intention to reduce price of gas from January 1.

THE MISSING ARCH-DUKE.

Old-fashioned novel readers frequently were against the modern school of writers of fiction that they carry romance and sensationalism to the verge of impossibility, as a matter of fact, the world which they live has anticipated the novelists by carrying every-day life to the brink of sensational romance. There never was a time, when truth ran so close a race with fiction; and, if occasionally fiction secures a victory over the imaginations of its readers, the newspapers are not slow in dragging parallels from real life. The story of the lost Arch-Duke, which is now engaging public attention, is (the *Daily Graphic* points out) a singular illustration of the way in which fiction and romance sometimes follow from and in the romancer. The scion of an Imperial house suddenly lays aside his titles and rank, takes a studiously humble name, and resolves to pass the remainder of his days as the obscure skipper of a merchant vessel. Between the carrying into execution of his rank and his entering upon his maritime duties, he pays mysterious visits to Berlin and London. A lady disappears from the German capital; somebody very like the ex-Prince is married at a London registry office; and then the skipper sets sail for South American waters, and is heard of no more. Here are the outlines of a story which, if told by Mr. Stevenson or Mr. Rider Haggard, would be said to be lacking in the elements of probability, and to be wanting in the touch of truth. The question of the whereabouts of John Orth, captain of the barque Sta. Margaretha and formerly Arch-Duke John Salvator, of Austria, is agitating half the Royal houses of Europe. The romance of the story is accentuated by the fact that the Arch-Duke was not one of those *fainéant* princes who, by laying aside their rank, would only reduce themselves to their natural social level. Among the princes of the house of Hapsburg he was always known for his strong character and remarkable talents. At an early age he entered the Austrian army, where he distinguished himself by his brilliant mastery of the military profession. His promotion was rapid, even for an Arch-Duke. He became an authority on army matters, and delivered a course of lectures on army organisation, which were numerously attended by officers. In these lectures he severely criticised the action of the War Office and of his relative, Field-Marshal Arch-Duke Albrecht. When they were eventually published there was a great sensation in Vienna, besides attracting the attention of thoughtful men in foreign Army circles. About the same time he devoted himself to a study of spiritualism, and, in company with his relative, the late Arch-Duke Rudolf, undertook a number of tests, which resulted in the exposure of several fraudulent media. The results of this work were embodied in an exceedingly interesting series of articles, and were afterwards published in book form. He also wrote a history of his regiment, and in his leisure composed a waltz, which was the rage of Vienna for a season. It was on this occasion that he first adopted the name "John Orth" as a *nom de plume*. Six years ago he suddenly quarrelled with the Arch-Duke Rudolf. The cause of the rupture has remained a secret to this day; but thenceforth it was known that his relations with his family and with his military superiors became strained. In 1887 his disputes with the Commander-in-Chief, the Arch-Duke Albrecht, culminated in his withdrawal from the army. All his friends at this time say that the quarrel seems to have determined him to abandon his rank and position in society. He devoted himself to the study of navigation, and last November passed the examinations at Fiume, which qualified him to act as skipper of a merchantman. As soon as he received his diploma, he proceeded to Vienna, and formally intimated to the Emperor his renunciation of his title and rights. Very little is known of his short career as Captain John Orth. Last spring he purchased the Sta. Margaretha at Dunkirk, and having shipped a cargo in London, he left the Thames for La Plata in July. It is said that he was married in London to the well-known Berlin actress, Milly (or Ludmilla) Stubel, but on this head nothing certain is known. His non-arrival at Valparaiso has given rise to great anxiety, and it is feared that the Sta. Margaretha has been lost.

A singular experiment recently took

place in Palestine to test the accuracy of Dr. Colenso's statement that the people of Israel assembled in the valley between Mount Ebal and Mount Gerizim could get near the curses and blessings delivered from the heights above them. A party, it appears, was travelling in the neighbourhood of these mountains, and two Scotchmen ascended Mount Ebal and two Welshmen Mount Gerizim, while the rest of the party remained in the valley. One of the Scotchmen read the curses, and from the opposite mountain a Welshman read the blessings. Both were easily heard below, where the party added the Amens. Both readers were perched upon natural platforms near the summits.

DR. DE JONGH'S LIGHT-BROWN COD LIVER OIL.—The facilities with which the oil is digested is one of its peculiar characteristics. Dr. Edgar Sheppard, professor of parabological medicine, King's College, writes:—"Dr. Sheppard has made extensive use of Dr. de Jongh's Light-Brown Cod Liver Oil, and has great pleasure in testifying to its superiority over every other preparation to be met with in this country. It has the rare excellence of being well borne and assimilated by stomachs which reject the ordinary oils." Sold only in capsules, Imperial half-pints, pints, and quarts, by all chemists. Sole consignees, Ansar, Harford, and Co., 210 High Holborn, London. Agents at Sydney, Elliott Brothers.—[ADVT.]

LAW REPORT.

SUPREME COURT.—WEDNESDAY, DECEMBER 31. (*In Bankruptcy.*)

VOLUNTARY SEQUESTRATIONS.

Henry Ernest Myers, of Warialda, formerly of Little Plain, near Inverell, labourer. Mr. L. T. Lloyd, official assignee.

William Barber and John Barker, carrying on business at Manchester-square, Moss Vale, as farmers and dealers. Mr. E. M. Stephen, official assignee.

Edgar William Bede Rudd, of Carrathool, publican. Mr. A. Morris, official assignee.

LAW NOTICES.

SUPREME COURT.—FRIDAY, JANUARY 2.

Chamber List.—At 10 a.m.: Hanive v. New Barbaro Gold-mining Company, Board and another v. Barton, in re Henry Jefferies and the Married Woman's Property Act, ex parte G. M. Slade, prohibition; National Bank v. Goodwell and another (Graves claimant), Melliday v. Mills, Tooth and Co. v. Coleman, Bath and another v. Clark (Beadle claimant).

Prothonotary's Office.—Before Prothonotary: Roby v. Gallagher, 10.30.

In Divorce.—Before the Registrar: Tyson v. Tyson, 10.30.

POLICE.

Mr. C. Delohery, D.S.M., presided at the CENTRAL POLICE COURT yesterday. John Ryan was charged with having assaulted one David Jones, the keeper of a restaurant in George-street. Accused was fined 20s. or, in default, to go to gaol for 21 days. Maurice Hudson was charged with being a suspected person frequenting Hyde Park with intent to commit a felony. The accused had been seen several times by Detectives O'Sullivan and Johnson prowling about the park, and interfering with sleeping men in a very suspicious manner, in consequence of which they arrested him. Accused was sent to gaol for six months, with hard labour. A young man named George Winchester was charged with having assaulted one Annie Keane and with having robbed her of a purse containing 27s 3d, the property of Arthur Keane. It appears that the prosecutrix was in an hotel in Goulburn-street on Monday night last with a lady friend. The accused was also there. While prosecutrix was sitting in the bar parlour, a coloured woman caught hold of her and threw her into the street. The prisoner then took her purse from her pocket. Accused elected to be dealt with at the higher court, and was committed for trial at the Quarter Sessions to be held on February 2, 1891. Walter Kember was remanded until Tuesday on a charge of having stolen a horse valued at £12, the property of John Tonman. Bail was allowed, himself in £100 and two sureties in £50. George Hamilton, 27, a carpenter, was remanded until the same date on a charge of having been found at night having in his possession, without lawful excuse, implements of house-breaking, to wit, one pick and one chisel.

Mr. G. F. Addison, S.M., presided at the WATER POLICE COURT. Thomas Binks, 33, dealer, was fined 20s, in default 14 days, for using indecent language in Woolloomooloo-street. Eugene Michel was ordered to pay 20s, or be imprisoned for 21 days, for assaulting Alex. War Gun. Agnes Wallis, 21, was sent to gaol for one month for having insufficient means of support. For stealing a silver watch, value £2 2s, from a bedroom attached to the Paragon Hotel, Circular Quay, the property of Arthur Lewis, Eudoxia Fisher was ordered to be imprisoned for one month, with hard labour.

Mr. B. Lee, S.M., disposed of the business of the BALMAIN POLICE COURT. Esther McKenzie, for having assaulted Rachael Abbott, was fined 20s and 4s 10d costs, and one guinea professional costs, with the alternative of two months' imprisonment. Ellen Green was charged with having forged the name of M. A. Llewellyn to a warrant or order for the payment of money, to wit, £3 5s, and uttering the same to W. H. Simpson with intent to defraud. Accused was committed for trial to the Quarter Sessions to be held on February 2 next. Eleven persons were each fined 10s, and 4s 10d costs, for failing to register their dogs.

At the NEWTOWN POLICE COURT, before Captain Fisher, S.M., Henry Kirby was committed to six months' imprisonment with hard labour for assaulting a constable whilst in the execution of his duty.

THE BANK ROBBERY.

At the Central Police Court yesterday, before Mr. C. Delohery, D.S.M., George Henry Wilson, alias Grieve, and Alfred Grieve, alias Graham, appeared in answer to a charge of having stolen in company the sum of £100, the property of the English, Scottish, and Australian Banking Company, and were again remanded until Tuesday.

CHARGE OF EMBEZZLEMENT.

At the CENTRAL POLICE COURT yesterday, before Mr. C. Delohery, D.S.M., Willis Fordham was charged with having embezzled the sum of £55, the money of his employers, the New South Wales Mont de Piété Deposit Investment Company, Limited. The evidence tended to show that the prisoner, who was engaged by the company as collector at £1 per week, received from James Frederick Ellis, a customer of the company, a repayment of a loan of £50, together with £5 interest, and that he did not account for the money to his employers. Frederick Ellis deposed that he was formerly a Victorian, and on October 5; accused did not give him a receipt, stating that the papers would be cancelled and returned to witness. The accused was committed to take his trial at the Court of Quarter Sessions. Bail was applied for and refused, the amount being fixed at £200, with two sureties in £100 each.

CREEDS AND COURAGE.

(*From the Saturday Review.*)

The doctrine of fatalism is one comfortable to the soldier, and has ever found favour in the ranks. "Every bullet has its billet," is the philosophy of the barrack-room, even with us; but the Mohammedan is expressly taught so by his religion, and the utter hopelessness of endeavouring to evade the hand of destiny is magnified into one of the principles of his faith. "No one dies except by the will of God, according as a determined in the book which contains the appointed time for all things." "I am of myself quite unable to secure any advantage for myself, or on the other to ward off any misfortune, except so far as it pleases God." "Nothing happens to us but as has been ordained beforehand." Other passages may be quoted which are so explicit in regard to the fight that they almost read like extracts from some ancient book on tactics. "Stand firmly shoulder to shoulder, and make no attack until the order for it is given you." "Collect your forces together, and do not open the ranks (do not begin the battle) until the whole number of you are present." "When you come in contact with the unbelievers, go on smiting off their heads till you have inflicted a crushing defeat; then take the survivors prisoners, and keep them in chains till the war is over." Nor need the followers of the Prophet be scrupulous as to means. All is fair with them in war, if not in love. "Combat your foe by whatever means are possible, and kill him in any way you please." "Kill the Koreis, too, another passage may be quoted which brand cowardice with infamy, and misbehaviour in the presence of the enemy is accounted by it one of the most heinous offences. Thus we read, "Let not the faithful turn their backs, for to run away is the most infamous disgrace." And the following is an even stronger admonition:—"Even should the infidels fall on you in swarms, you must never turn your backs to them; for whoso turns his back to them on that day, be it than in battle, or to the utmost verge of the fight, or that he wishes to fall back on another section of his own line, on him will fall the wrath of God, and Hell shall be his abode." And if the punishment for cowardice be thus severe, the reward of the faithful soldier is correspondingly magnificent. His conduct will in no case be forgotten. "He who fights for God's religion, be he victorious or should he perish, will receive a rich recompense." "He who dies in battle, dies absolved of sin; on the day of judgment his wounds will gleam like purple, and will be odorous as musk." "Do not say of those who have perished for God's religion that they are dead, but rather speak of them as living." Some of the Prophet's maxims make direct reference to military service. "Learn to ride, to fight, and to swim," is one of them. And another tells us that Paradise is to be found under the shadow of the sword. Imbued from childhood with such sentiments, and trained both by tradition and religion to be soldiers, it is not to be wondered at if all those races which are of Mohammedan origin or faith have proved the toughest of antagonists, and may be turned into almost ideal soldiers. We have in India formerly, more recently in the Soudan, had bitter experience of the valour such education may produce, while the Russians can bear testimony to the pluck and endurance of the Moslem. The history of their advance in Central Asia, when they met the pure and unadulterated spirit of the faith in its pristine vigour, adds another instance of the bravery and the disregard of death which characterise the believers in the creed of Islam. The story of the siege and capture of Gook Tepe will ever bear eloquent testimony to the magnificent self-sacrifice of the brave Turcomans, and the merciless massacre decreed by Skobeleff is a measure of the trouble they had given their conquerors. Men who drink nothing but water, who are satisfied with a frugal meal of grain once a day, who are by instinct and tradition warriors, and who regard all other callings with contempt, form surely the stuff of which armies should be made. When we further consider the enormous moral force and lever supplied by their religious tenets and the utterances of their holy men, one may well regret that the corruption or stupidity of their commanders is all that has ever come between victory and those whom military leaders, from Prince Eugene to Valentine Baker, have united in calling born soldiers. If the paradise Islam offers to its votaries be sensual and intensely earthly, its attractions appeal all the more directly to the imagination of the uneducated denizens of the camp; and if the colours they are painted in be crude and glaring, they are, after all, what the lower orders of humanity prefer. The brass bands and music-hall tunes of the Salvation Army in our own country are effective, in like manner, in drawing crowds after them that cannot be roused to attend a simple service. The purer aspirations of a colder creed, while they satisfy the highest instincts, often fail to impress coarser natures, to whom death in action appears to open an easier path to paradise than a life of humility and self-sacrifice.

Marriages between lepers are allowed in the island near Maracaibo, which serves as the leper colony of Venezuela. State sanction for these marriages was given after much discussion many years ago, in the belief that there could be no offspring from such unions. For a long time this theory remained uncontradicted by experience; but in the last year or so it appears that there have been two births among the lepers. Neither child has shown any symptom of the dreadful malady of the parents; and recently, according to the United States Consul in Venezuela, one of these children, having lived to the age of 14 in the leper island, has been allowed to leave and enter society on the certificate of a competent board of inspectors that he is perfectly healthy.

THE BEHRING SEA DISPUTE.

(*S. F. Argonaut.*)

The proposition of Lord Salisbury to Mr. Blaine for reference to an arbitration tribunal will, in our opinion, strike the intelligent and fair-minded American with a favour. It will be gladly accepted by all classes of society which have anything to lose, if war can be avoided without a loss of national honour. The impression is by no means universal that our right to the exclusive pursuit of seals in the Behring Sea is without question. To even the ordinary mind, the impression has prevailed that beyond the distance of three marine leagues from the shore, the ocean is the open hunting-ground for all marine animals, and we who

SHIPPING.

ARRIVALS.—December 31.

Hawea, s., 1,409 tons, Carlsen, Newcastle, 7th; Wallaroo, 8th, Port Kembla, 9th, Newcastle, 10th, Twofold Bay, 11th, Eden, 12th, Bermagui, 13th, Moruya, 14th, Shoalhaven, 15th, Kiama, 16th, Port Hacking, 17th, Botany, 18th, Newcastle, 19th, Port Macquarie, 20th, Tomaree, 21st, Newcastle, 22nd, Wellington, 23rd, Mudgee, 24th, Newcastle, 25th, Kiama, 26th, Bermagui, 27th, Moruya, 28th, Eden, 29th, Twofold Bay, 30th, Wellington, 31st, Port Macquarie, 32nd, Port Hacking, 33rd, Port Hacking, 34th, Botany, 35th, Newcastle, 36th, Newcastle, 37th, Grafton, 38th, Newcastle, 39th, Newcastle, 40th, Newcastle, 41st, Newcastle, 42nd, Newcastle, 43rd, Newcastle, 44th, Newcastle, 45th, Newcastle, 46th, Newcastle, 47th, Newcastle, 48th, Newcastle, 49th, Newcastle, 50th, Newcastle, 51st, Newcastle, 52nd, Newcastle, 53rd, Newcastle, 54th, Newcastle, 55th, Newcastle, 56th, Newcastle, 57th, Newcastle, 58th, Newcastle, 59th, Newcastle, 60th, Newcastle, 61st, Newcastle, 62nd, Newcastle, 63rd, Newcastle, 64th, Newcastle, 65th, Newcastle, 66th, Newcastle, 67th, Newcastle, 68th, Newcastle, 69th, Newcastle, 70th, Newcastle, 71st, Newcastle, 72nd, Newcastle, 73rd, Newcastle, 74th, Newcastle, 75th, Newcastle, 76th, Newcastle, 77th, Newcastle, 78th, Newcastle, 79th, Newcastle, 80th, Newcastle, 81st, Newcastle, 82nd, Newcastle, 83rd, Newcastle, 84th, Newcastle, 85th, Newcastle, 86th, Newcastle, 87th, Newcastle, 88th, Newcastle, 89th, Newcastle, 90th, Newcastle, 91st, Newcastle, 92nd, Newcastle, 93rd, Newcastle, 94th, Newcastle, 95th, Newcastle, 96th, Newcastle, 97th, Newcastle, 98th, Newcastle, 99th, Newcastle, 100th, Newcastle, 101st, Newcastle, 102nd, Newcastle, 103rd, Newcastle, 104th, Newcastle, 105th, Newcastle, 106th, Newcastle, 107th, Newcastle, 108th, Newcastle, 109th, Newcastle, 110th, Newcastle, 111th, Newcastle, 112th, Newcastle, 113th, Newcastle, 114th, Newcastle, 115th, Newcastle, 116th, Newcastle, 117th, Newcastle, 118th, Newcastle, 119th, Newcastle, 120th, Newcastle, 121st, Newcastle, 122nd, Newcastle, 123rd, Newcastle, 124th, Newcastle, 125th, Newcastle, 126th, Newcastle, 127th, Newcastle, 128th, Newcastle, 129th, Newcastle, 130th, Newcastle, 131st, Newcastle, 132nd, Newcastle, 133rd, Newcastle, 134th, Newcastle, 135th, Newcastle, 136th, Newcastle, 137th, Newcastle, 138th, Newcastle, 139th, Newcastle, 140th, Newcastle, 141st, Newcastle, 142nd, Newcastle, 143rd, Newcastle,

CABLEGRAMS.

(FROM OUR CORRESPONDENTS.)

ARRIVAL OF SIR HENRY NORMAN IN LONDON.

LONDON, Dec. 30.

General Sir Henry W. Norman, G.C.B., Governor of Queensland, has arrived in London.

MR. WRIXON IN LONDON.

LONDON, Dec. 31.

Mr. H. J. Wrixon, late Attorney-General of Victoria, has conferred with Sir Charles Tupper, High Commissioner for Canada, and Sir R. G. Herbert, Permanent Under-Secretary to the Colonial Office, respecting the question of federation. Mr. Wrixon has also made full inquiries in reference to the English law in the working of building societies, with a view to the amendment of the Victorian law.

SEVERITY OF THE WINTER IN EUROPE.

LONDON, Dec. 30.

A great frost is being experienced throughout England and upon the Continent of Europe, where the rigour of the season is being acutely felt. During 20 consecutive days of the present month the sun has not been seen in London.

Dec. 31.

Many deaths have taken place in England from the intense cold.

Intense frost has destroyed scores of miles of wooden pavement in Berlin and injured the railways.

Many deer were compelled to seek food on the farms.

The cold was so intense that hundreds of hares were frozen to death.

General Booth is appealing for pecuniary aid to prevent a famine among the London poor, which is threatened in consequence of the intense rigour of the winter.

MESSRS. PIXLEY AND ABEL.

LONDON, Dec. 30.

Rumours are afloat affecting the firm of Pixley and Abel, the junior partner of which firm attempted suicide. It is announced, on behalf of the partnership, that its resources are sufficient to meet all claims.

PUGILISM IN AMERICA.

The Californian Athletic Club has refused to concede Slavin's demand of £200 for his expenses in a boxing match for a purse of £2000 with Corbett. The club has matched Peter Jackson to fight Corbett.

THE NATIONAL DEBT OF THE ARGENTINE REPUBLIC.

LONDON, Dec. 31.

The scheme formulated by the committee of leading London bankers, for funding the usurious of the national debt of the Argentine Republic for a period of three years, has been accepted by the Government of the Argentine Republic.

A NEW ZEALAND PIANIST.

LONDON, Dec. 30.

Mr. George Chatham, pianist, of Dunedin, New Zealand, will play before her Majesty the Queen at Osborne, Isle of Wight, on Wednesday.

THE INDIAN RISING IN AMERICA.

DESPERATE FIGHT IN NEBRASKA.

AN INDIAN CAMP DESTROYED.

SLAUGHTER OF WOMEN AND CHILDREN.

(BY CABLE.)

(FROM OUR CORRESPONDENT.)

LONDON, Dec. 30.

News has been received to the effect that while a detachment of the United States cavalry was engaged in disarming an Indian party at a place in Nebraska, a conflict took place, and most desperate fighting ensued between the redskins and the troops. The Indians attacked the military, and a general melée followed. The cavalry were some 500 in number, and the Indian "braves" were 100. Twenty of the troops were killed.

LATER.

Reports from the scene of the disastrous fight in Nebraska have been received, indicating the severe defeat of the Indians. Seventy-five troopers and two officers of the United States Cavalry were killed or wounded by the Indians. The latter lost 110 warriors. Among those who perished were 250 women and children. Dec. 31.

Five thousand Indians are encamped around Pine Ridge Agency, which is crowded with settlers in the vicinity. It is feared that the Indians will shortly attack the settlers.

It is expected that the Indian war will become general.

Thirty Indians were killed in an attack on a provision train at Pine Ridge.

DOCKERS' STRIKE AT HULL.

THE FREE LABOUR QUESTION.

(BY CABLE.)

(FROM OUR CORRESPONDENT.)

LONDON, Dec. 31.

The dockers of Hull have struck work, owing to the Shipping Federation employing free labour.

The shipowners of Hull declare that it will be better for them to lay their ships idle than to submit to the tyranny of the Seamen and Firemen's Union.

THE JEWS IN RUSSIA.

PROJECTED SETTLEMENT IN MEXICO.

(BY CABLE.)

(FROM OUR CORRESPONDENT.)

LONDON, Dec. 30.

The leading English and American Jews are considering a project for settling the expatriated Jews of Russia upon land to be acquired for that purpose in Mexico.

Just dashed, as Burnum, another shipment of the celebrated Tunnel Brewery and Stone—Grands and Uprights. The most perfect instruments for quality and power of tone. Intending purchasers are invited to inspect at once. At the same time, please look at our beautiful Pianos. Dalmaine, Sydney. W. H. PALING and CO., Limited, 341 George-street. [Advert.]

GREAT FIRE IN LONDON.

ENORMOUS DESTRUCTION OF PROPERTY.

LOSS ESTIMATED AT £500,000.

(BY CABLE.)

(FROM OUR CORRESPONDENT.)

LONDON, Dec. 30.

An enormous fire broke out this morning in a large block of buildings situated between Queen Victoria-street and Upper Thames-street, in the vicinity of Blackfriars' Bridge.

The fire spread with alarming rapidity, and threatened to assume tremendous proportions, but towards evening the flames were mastered. St. Bride's church and the warehouses adjacent caught fire. By the exertions of the fire brigades the church was saved from destruction, although the tower was seriously damaged.

Fifty fire engines from the various branches of the Metropolitan Fire Brigade were engaged in extinguishing the flames.

The fire was confined to the block of warehouses and other buildings in which it originated, and has now been completely gutted.

The total damage is estimated at £500,000.

Dec. 31.

Owing to the destruction of warehouses stocked with valuable furs, the total loss by the fire now amounts to £500,000.

ENGLAND AND AMERICA.

THE BEHRING SEA FISHERIES DISPUTE.

REPORTED RESIGNATION OF THE BRITISH MINISTER.

(BY CABLE.)

(FROM OUR CORRESPONDENT.)

LONDON, Dec. 31.

The *Daily Chronicle* announces that Sir Julian Pauncefote, the British Minister at Washington, intends to resign, in consequence of the failure of the parleying in reference to the Behring Sea fisheries dispute.

THE RAILWAY STRIKE.

(BY CABLE.)

(FROM OUR CORRESPONDENT.)

LONDON, Dec. 31.

Traffic on the Eastern and Scotch lines of railway is increasing, and the men are slowly returning to work.

The popular feeling in Glasgow is adverse to the men on strike; but in Edinburgh the sympathies of the people are with the strikers.

THE HOME RULE PARTY.

NEGOTIATIONS REGARDING THE LEADERSHIP.

RETIREMENT OF MR. PARNELL.

(BY CABLE.)

(FROM OUR CORRESPONDENT.)

LONDON, Dec. 30.

Messrs. Parnell and O'Brien are discussing in Paris the question of the leadership of the Irish Parliamentary party, and it is considered probable that a basis of conciliation will be found. It is believed that Mr. Parnell is disposed to retire from the present leadership if re-elected to the leadership of the party.

Dec. 31.

Mr. William O'Brien met Mr. Parnell in Paris. The interview, although brief, was of the most cordial character. They lunched together, and are to meet again to confer upon the question of the leadership of the party.

THE REDUCTION IN THE CABLE RATES.

(BY TELEGRAPH.)

(FROM OUR CORRESPONDENT.)

ADELAIDE, WEDNESDAY.

The following telegram has passed between the Australian Governments upon the proposed reduction in the cable rates:—

The Minister of Education on Tuesday received the following message from the Postmaster-General of New South Wales:—"Any decrease of tariff when the contributing colonies will be able to guarantee reducing the rate; should the therefore be lost from other data you propose to do so. It appears to me to be now quite understood that Queensland and New Zealand stand out." The Minister replied:—"Because rates will have to come into operation simultaneously at a date to be mutually fixed by the Eastern Extension Telegraph Company and the contributing colonies." Mr. Gillies, who was on his way to the Premier's residence, received a telegram from the Premier of Victoria congratulating him on the success of his efforts in bringing the Australasian Governments into conference upon the question. Mr. Gillies replied that he was very happy at the prospect of a reduction in the cable rates, and that the action taken by the Victorian Government was in accordance with the wishes of the Government of New South Wales.

INTERCOLONIAL NEWS.

(BY TELEGRAPH.)

(FROM OUR CORRESPONDENTS.)

VICTORIA.

MELBOURNE, WEDNESDAY.

The meeting of the Executive Council today was attended by a bare quorum, most of the Ministers being holiday-making. The most important business was the reappointment of Mr. Speight as Chairman of the Railway Commission for seven years, at a salary of £3000. Mr. Paul's reappointment was not dealt with.

With regard to the proposal for ascertaining the longitude of Hobart, Mr. Hicks has written to the Premier stating that a decent station was made in 1876 by the Transit of Venus Expedition, in conjunction with himself, and there can be no doubt as to the extreme accuracy obtained in that operation. Any further observations are quite unnecessary.

With the view of gaining all possible information in regard to the latest part, the Secretary for Agriculture has under instructions from the Minister communicated with the Agricultural Departments of the neighbouring colonies suggesting a conference on the subject.

A circular has been issued by the Education Department stating that teachers are at liberty to choose as the annual reading book for their class any work of equal difficulty to that already used, provided that the works are approved by the Department.

The Tagle, about 2 o'clock this morning, succeeded in getting the ship Eaton afloat and then towing her to anchorage in quarantine. The Eaton will undergo a thorough overhaul, and is apparently uninjured.

A team of South Australian baseball players arrived by the Adelaide express to-day, and were entertained at breakfast by a number of gentlemen interested in the game.

A return of insolvencies during the year within the jurisdiction of the Melbourne Insolvency Court shows that there were 445 insolvencies in the district. The aggregate amount of debts on all estates in which accounts were filed was £1,028,888, and assets £1,850,174. The few statements not filed are only small, and would not materially alter the totals. The total debts and assets are much larger than for the years preceding 1891, owing to such gigantic failures as Lewis and Moore. The failures in Ballarat trading were not more numerous in 1890 than in ordinary years before the land boom.

The schedule of the Rev. Henry Pope Isaac, of Brighton, has been filed in the Insolvency Court. The causes of his compulsory sequestration are set down as having become liable for promissory notes given in certain accommodation bills proved uncollectable. His liabilities amount to £11,535, and assets to £2014.

During the year which closed to-day about 430 miles of new railway were opened for traffic.

Alexander Cruickshank, aged 3 P.M. at Hudson, was thrown from his buggy on Monday. He died from his injuries he received.

A deputation of tailors, representing 200 free unionists, asked the Shipowners' Association at their meeting, that the Free Labour Bureau, which was established to facilitate their employment, should cease to exist. They complained that the bureau on the wharfs gave the preference to union men, and encouraged them in intimidation and among the free labourers. The shipowners said that as a member of shipowners were absent, it was impossible to give a definite answer. But the matter would have consideration, and they would introduce the topic as regularly as possible.

Mr. A. F. Good-ton, managing director of the Oriental Tea Company, Limited, and who had been in Melbourne on the Oriental Tea Company's business, a quarter of a century, died yesterday.

The railway workshops, which were held in a number of churches to-night. The church was thronged in the early part of the evening.

QUEENSLAND.

BRISBANE, WEDNESDAY.

Yesterday's economic boat list resulted in one fatal case of exclusion. The victim being a man named Martin Cardwell. The weather today was again very oppressive.

The railway receipts at Brisbane for the past year amounted to £761,650, showing a decrease of £41,243 as compared with the previous year. The receipts for last month, however, show an increase of £4874 as compared with the corresponding period of last year, and for the past quarter the increase is £7962.

Owing to the increase in the railway freights decided on by the Railway Commissioners, it is expected that the quarterly receipts for the present year will be considerably in excess of those of last year.

The Queensland Parliament has decided

DUTCH COLONISATION.

By Sidney Tavers.

When the history of the Eastern Archipelago comes to be written about the year 2000 a.d., the reader is that twenty-eighth will be struck with the strong history of Java and the neighbouring islands, surrounded with the other blank of the southern continent of Australia immediately to the south. That such a vast area of land, declared afterwards in spring, should, at one bound, into world-wide importance, should have remained ignorant and almost unknown at during the past, while dynasties and dynasties were changing hands but a few days' sail to the northward, will be a curious puzzle to the student of history. That nations should have arisen in the smaller islands, could have attained a high state of culture in various arts, developed architecture and sculpture, and then fled out, leaving but a few ruined temples to bear witness to their existence, whilst all the time Australia was but the hunting-ground of a few wandering nomads, will appear scarcely credible.

According to ancient legend, Java and the other important islands, namely including Sumatra and Borneo, formed an extensive continuation of the Malay Peninsula, close covered and detached through volcanic agency. Unfortunately the connection did not extend to Australia, or the condition of the continent when first visited might have been somewhat different.

As an island, then, closely allied to Asia by reason of its position and from Eastern having been the headquarters of the navigators who first visited our shores, the history of Java and its settlement is interesting. Considering that the Javanese are credited with being bold and skilful seamen and having visited the Cape of Good Hope and had intercourse with the eastern coast of Madagascar, it may be safely surmised that they visited our northern shores, and, like the Dutch, were repelled by the apparent barrenness of the land.

It is curious to be wondered at, when one peruses the scanty history of Java during the early part of the seventeenth century, that the Dutch, even if so inclined, had no intention to follow up the discovery of New Holland. What with the wars and rebellions of the native leaders, the rivalry of the English who settled in the island within a year or two of the Dutch, and a determination to keep out the Portuguese and Portuguese, the early governors of the Dutch East India Company had their hands to overfull.

So quite as were the Javanese into final fealties that the Dutch obtained a good deal of their ascendancy by playing off one tribe against the other; a game, however, at which their wily antagonists were equally adept, if not superior. Several times the Dutch, or rivalry, was overwhelmed in the slaughter of the garrison in the outlying factories, which, if the case was neither gifts nor fidelity to secure the friendship and alliance.

This formation was not a wholesome one on which to build up a treaty alliance of mutual esteem, and, in consequence, we find the history of the colonisation marked throughout with ruthless freedom of faith and violation on promises on both sides.

As an example of the manner in which quarrels between the two race were continually during the early stages of settlement, the following extract account by a Javanese historian, telling of the foundation of Batavia, is rather amusing:—

"In the five years, in order to ascertain the strength and resources of Jakatra, they [illegible] grained with rattans like cocoanut leaves. When all observations had been made the natives [illegible] upon trade, siding, however, much before trade was were not, and made some presents that were necessary. A friendship thus took place between him and the Prince Pangeran Jakatra, when the friendship was established, the rajahs [illegible] formal the prince that he [illegible] wanted repair, and the prince said he [illegible] allowed the vessel to be brought into the river. Upon the captain assented out the planks and ship the vessel, to obtain pressure for further delay, and then requested a very [illegible] place of ground on which to might build a vessel to carry his goods and other property while endeavours should be made to transship them. This request was also complied with, the captain then made a manner of wall of mud, so that whether would know what he was doing, and in the meantime carried on the blacksmith and gunsmiths. He afterwards waited on the prince and requested as much more land as could be covered by a buffalo's hide, on which he might build a small palace. This being granted with the cut the hide into strips, and stretched all the land he could enclose with them. In this also the prince, after some hesitation, consented. The captain then went on with his building, engaging that he would pay all expenses. When the fort was finished the mud wall was removed, batteries were mounted, and the Dutch settled their conclusion in the Dutch refused to pay a cash. War then commenced in which the Prince were beaten, to such an extremity that they were forced to sue about instead of what."

Some disturbance took place to the outward one after this event, and the Dutch, was that pushed up an alliance with the Sultan, permanent him to march in person with his whole force to quell them. So sooner, however, was he gone than they seized upon the country and proclaimed themselves as strongly that he was unable to dislodge them.

The supremacy of the Dutch then then commenced, and, with fluctuating fortune, continued for 300 years, was marked throughout with arrogance and cruelty, the writer says that their leading traits were a haughty assumption of superiority to the natives of surrounding the continent, a suspicion of the natives, and a most extraordinary hatred which led them to support by cruelty and tyranny in practice when they were kept in be opposed.

The dates of the trading records assumed the title of empire, and thereon, the chief of the first expedition, assumed such state and ceremonies that a foreign Portuguese ambassador asked him against by if he had been crowned and if he had also their best seeking.

The natural consequence of this was that the Europeans adopted new habitations and efficiency, with the inevitable result that an unfriended year or three than into unprofitable relations, which, as the result, cause of the Chinese in Batavia, which occurred in the year 1740.

Under the impression that there were too many Chinese in Batavia for the safety of the Europeans, and that as a class they were hated by the natives and resentful, a scheme was formed to clip a selection of the chinese off to Ceylon. Some, however, volunteered to leave, and a number of rich and poor were indiscriminately arrested, put on board ship, and sent the vessel left, ultimately for Ceylon. No sooner, however, were they at sea than they commenced "mutiny" most of them killed, and the rest thrown overboard. Some few, however, reached the land, and, embarking had their ultimate end their treatment. Upon hearing this the Chinese determined to rebel and attempt to take the fort of Batavia. They succeeded at a time called Gandita, but their designs were betrayed to the Dutch, who thereupon proclaimed Ali, of the Chinese in Batavia, those who wished to join their countrymen might do so, and those who preferred to remain with the Dutch could do so, but as a sign that would show their sympathies and deliver up all their sharp instruments down to the smallest knife.

The Chinese in the city, not willing to leave their homes alcoved to remain, and the rebels commenced, the prince were shot and all properties made in remove them. The attack was made, and the Chinese were repulsed with slaughter. The Dutch then landed the natives, and the Chinese in the woods, and having, according to the regulations, confined the Chinese in their houses, commanded the free black inhabitants and native Christians belonging to the fort to slay all the male Chinese, old and young, who were in the city. Having delivered, as all their arms, the unfortunate victims could make no resistance, and about out of 10,000 only 150 escaped. The property of the Chinese was seized by those who committed the slaughter, of whom one out was killed.

This was the beginning of the Chinese war, which lasted until 1743, during which the Javanese enjoyed the spectacle of the two race fighting, and occasionally, as prince dictated, afforded either of their assistance. In their commercial and trading principles, the Dutch were as short-sighted as in their dealings with the natives. The fact that they were in the habit of delivering any overplus in the yearly production of spices, &c., rather than allow it to affect their price in the market, is well known. Nay, so far was this carried out in spoiled policy carried that many of the provinces, formerly rich in clove and nutmeg gardens, have been laid waste and largely depopulated. All this carried with it its own revenge. The monopoly of trade could not be carried on for ever with such rivals as the other seaging European nations in the field; and the success of the English East India Company in Continental India put off from the Dutch that branch of their commerce. The English East India Company saw their chance and seized it as one of blood and rebellion. The Dutch company of the same name sank into bankruptcy and fell, until the war of 1870 bankrupt its ruin. When Holland became for a time a province of France, the British forces seized Java and all the Dutch dependencies, and on the establishment of peace in Europe after the final overthrow of Napoleon at Waterloo they were restored to the Netherlands and the old Dutch East India Company became a matter of history.

During the five years' occupation by the British and the administration of affairs by Sir Stamford Raffles, much good work was done in introducing a better system of government and establishing internal affairs on a footing more fitted to the date of nineteenth century time, than the old policy under which the great company ruled. The destruction of the native relations of Holland was in fact an unusual gain to that country, who had then required to be purified and reconquered. Holland having played her usual parts cast in the treasures. Of the indisputable advantages they would have been to Australia had they been retained it is now useless to speculate, and the chances are that at no future date we shall see them in the possession of Germany. The inexplicable treatment of the natives by the Dutch was intensified by the encouragement they extended to the Chinese and Arabs, who arrived on the island poor and half naked, the former of the latter, only to return to China after securing a competency, the very same objection that is entertained against them in Australia. Under the the company's rule, they by means of bribery, obtained many favours and privileges, such as exemption from the personal service, compulsory on the Javanese, and the formation of public markets, and even the port dues in some places. In the following Hollander the angle and cruelty Chinaman commended himself as one of the most obnoxious agents with the Dutch had when a province were assigned to them to the degradation and impoverishment of the native inhabitants, who should have been the first to be the Europeans. What would have been the fate of Australia had the Dutch been induced to visit the North-eastern coast and establish a settlement, it is not hard to predict. The abolition of natural products, and the mercenary character of the inhabitants, would, no doubt, have soon established the Dutch, and the Dutch would obtained but some hard words and a speedy abandonment would have taken place.

In spite of the indifferent rule exhibited by the Dutch in Eastern society, their colonial policy has been directed towards refusing a spending monopoly and a jealously guarded authoritarian which gradually, as the country around developed into healthy commercial freedom, was modified and exercised into with confined limits that told the inevitable consequence. The Dutchman came, not to kill the soil, and labour for himself, but to enforce such labour from those by the natives, that he might reap the crop; and, rather that allow others than himself to benefit by Nature's gifts he destroyed what he could not use in order to maintain the price of profit. The American idea of colonisation, of making a home and an abiding place, was entirely foreign to his nature, and Australia had it come under his sphere of influence and dominion, would at the present day be as unpeopled and unproductive as the wilds of New Guinea. We have to be thankful that the forbidding appearance of our shores did not encourage many repetitions of their visits.

JAMES'S TO MR. ARDUSON, E.M.

At the conclusion of the weekly meeting of the Water Polo Sports of the Australian Amateur Swimming Association, the appointing Governors of Mr. J. C. Addison, E.M. (who has had charge of the muscle tests of students who intended to be Members), on behalf of the local professional [illegible] Club, that he was very pleased to see so old and valued servant of the Crown present to do Mr. Arnold, and [illegible] he well earned the honour so granted. He had started in the service of the Government [illegible] and he knew that Mr. Addison had had very little holiday of late and that he was now [illegible] by appointment. There are [illegible] more trustworthy than Mr. Addison, and he was sure that the Minister of Lands would be pleased to hear his appointment. There are [illegible] more trustworthy than Mr. Addison, and he was sure that the Minister of Lands would be pleased to hear his appointment. Mr. Addison, in his reply, thanked the Minister for the compliment of his kindness to him.

Mr. Harris said he had promised daily in the Water Polo Sports, and he was sorry that other engagements have prevented him from being present. Mr. Addison, he had very pleasant recollections of his kindness to him.

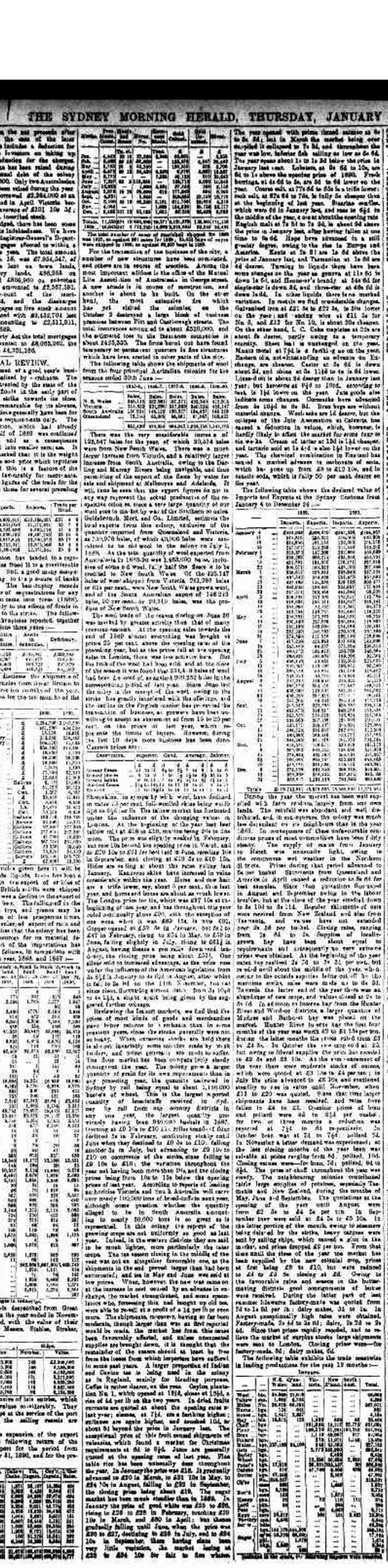
Mr. Harris said he had promised daily in the Water Polo Sports, and he was sorry that other engagements have prevented him from being present. Mr. Addison, he had very pleasant recollections of his kindness to him.

Mr. Addison said — Mr. Lane and Mr. Smith — Dear sir, in reply to other sir, you have [illegible] [illegible] for the very [illegible] [illegible] [illegible]

COMMERCIAL RETROSPECT. 1890.

MONETARY REVIEW.

The year opened with a fairly bright outlook. There had been a large wool clip of good average quality, and prices were 20 to 25 per cent. higher than at the beginning of the previous year. Reports of the wheat harvest had been universally favorable, and there was already some recovery from the depression created by the last and succeeding years. Money was accumulating in the banks, and generally there was a more hopeful tone throughout the commercial and industrial community, inasmuch that the Colonial Treasurer, in his budget speech, delivered in December, 1888, predicted a year of almost phenomenal prosperity. The conditions indeed, were so constituting as to suggest a serious fear—which the receipt of the proceeds of the ample and bountiful wool clip and the large wheat crop the banking facilities caught to be materially eased," and that "there should no loss be a reduction of bank rates." It may be remembered that bank rates had stood from October, 1888, as follows:—For deposits 3 per cent. for three months, 4 per cent. for six months, and 5 per cent. for twelve months. Discounts: 7 per cent. for three months bills, and 7 per cent. for four months and over. These rates, which had been imposed to check the mining and boom, were beginning to be regarded as excessive, and it was not unreasonably hoped that with the proceeds of the large wool, clip and good harvest and in the absence of 627 received of speculation, there would be some reduction of the rates. The downward movement, however, was delayed for some time; for in the early months of the year the colony was visited by disastrous floods, which destroyed a large amount of stock and produce. Monetary embarrassment, it is manifestly, to be given in certain quarters where otherwise it would not have been required. Moreover, some of the banks—notably English banks—could determined to resume the reduction of overdrafts from the year, in case some where it could only be done with failure. It was undoubtedly that this was the result of English drawing. At all events it was English banks that were credited with the policy of contraction. Two reasons operated to retard the reduction of the bank rates. The downward movement was urged from Melbourne for some time before it was finally taken. But eventually in July the banks in Sydney lowered the deposit rates by 1 per cent., and the movement was simultaneous in Victoria and South Australia, and the banks in Queensland followed in the same course. The discount rates have also been reduced, though merely to the same extent. The participation for the earlier loss of the market will be found by a comparison of the banking figures of the colony and of Australasia, during the quarter of the last year. They are mainly compiled from returns published in the Australasian Insurance and Banking Record.



MONETARY AND COMMERCIAL.

WEDNESDAY EVENING.

The recent very large movements of gold from the Continent of Europe to London to indicate the pressure on the market there have caused considerable interest. The Bank of England accumulated, through Messrs. Rothschild, for the Consumption of £3,000,000 gold bars from Paris and £1,000,000 in gold coin from St. Petersburg. The gold from Paris arrived at the Bank of England in three shipments of £1,000,000 each. The whole of the £4,500,000 were secured by insurance by the Alliance Marine Insurance Company. Special precautions were taken with the £1,000,000 forwarded from Russia. It left St. Petersburg under a military escort and other men from Messrs. Rothschild's house. Still, it was deemed necessary to insure it. The policy of £1,000,000 is said to be the largest that has ever been issued.

The following is a return of the Customs collections at Sydney for the period from January 1 to December 31, for the years 1888 and 1890 respectively:

Month.	1890.	1888.
January	£ 161,268	£ 170,556
February	161,768	148,347
March	174,555	154,148
April	154,512	154,194
May	154,512	154,194
June	154,512	154,194
July	154,512	154,194
August	154,512	154,194
September	154,512	154,194
October	154,512	154,194
November	154,512	154,194
December	154,512	154,194
Total	£1,854,000	£1,854,000

Decrease for the above period £ [illegible]

There was an abundance of sensations in the Import market during the month, and values ruled at a limited scale. A small amount of business was done in tea in half-chests at from 11d to 12d, and in boxes at 11d to 12d. Sugar was dull at 1d to 1½d, and Brown's sold from 2½d to 2¾d. Tobacco and Cigars were steady at previous quotations. Stocks of Oil too from now actually become unknown. The result is quoted at 11d to 12d. Advices from Calcutta and Bombay mail notes to the effect that the market for jute goods was steady, but there was little business.

The New Zealand Loan and Mercantile Agency Company, Limited, report that there are no receipts of new gold, and the supply is exhausted. The London quotations are as follows:—Wheat: The market is firm, and quotations are unchanged since last telegram.

The total value of Imports at the port of Sydney for December 31, 1890, is estimated to be £1,600,000, of which the principal items were:

Apparel and drapery, £[illegible]; boots and shoes, £[illegible]; earthenware and glass, £[illegible]; hardware, £[illegible]; machinery, £[illegible]; [illegible]; [illegible]; [

Funerals.

THE FRIENDS of the late EDWARD WILLIAM JOHNSTON, Stonemason, will please attend his Funeral, to move from the residence of Mr. Joseph Ellis, Cleveland-street, Redfern, This (Thursday) Morning, at 10 o'clock, for Cemetery. Friends will please accept this intimation. Mr. Ellis, Undertaker, St George's, Sydney-street, Redfern. Telephone 1.

MASONIC.—The Officers and Members of Lodge Tyrrell, with regalia, and other Lodges will please attend the Funeral of our late BROTHER, EDWARD WILLIAM JOHNSTON, to move from the residence of Mr. Joseph Ellis, Cleveland-street, Redfern, This (Thursday) MORNING, at 10 o'clock. Brethren will please accept this intimation.

THE FRIENDS of Mr. CAROZZI are respectfully invited to attend the Funeral of his late beloved WIFE, to move from his residence, The Italian Hotel, Woolloomooloo-street, This (Thursday) AFTERNOON, at 3 o'clock, for Rookwood. C. E. Chatterton & Sons, Undertakers, 242 Oxford-street, and 180 George-street. Telephone 622.

THE FRIENDS of Mrs. MOTHIAU are respectfully invited to attend the Funeral of her late beloved MOTHER, Mrs. Gardner, to move from her late residence, The Gem Hotel, Woolloomooloo Bay, This (Thursday) AFTERNOON, at quarter-past 3 o'clock, to Rookwood. Charles Kinsela, Undertaker, Telephone 1,094.

THE FRIENDS of Mr. CHRISTOPHER BLACKBURN are respectfully invited to attend the Funeral of his late beloved WIFE, to move from the residence of Mr. Jones, Bourke Street, This (Thursday) AFTERNOON, at 3 o'clock, for Rookwood.—C. E. Chatterton & Sons, Undertakers.

THE FRIENDS of Mr. THOMAS BAYNEY are respectfully invited to attend the Funeral of his late beloved WIFE, Charlotte Thomas, to move from his residence, 40 Shea-street, Waverley, This (Thursday) AFTERNOON, at 3 o'clock, for Rookwood. JAMES STERNE, Undertaker, 365 Bourke-street. Telephone 973.

THE FRIENDS of Mr. JAMES WHITLIE are respectfully invited to attend the Funeral of his late beloved WIFE, Annie, to move from her residence, 24 Moore-street, This (Thursday) AFTERNOON, at half-past 4 o'clock, for Field of Mars Cemetery. Ward and Company, 234 Crown-st., Sydney, Balmain, Petersham.

THE FRIENDS of Mr. JOHN SCHNITZLER are respectfully invited to attend the Funeral of his late brother, WILLIAM, to move from 108 Darlinghurst-road, Darlinghurst, This (Thursday) AFTERNOON, at 3 o'clock, for Rookwood. W. Hill, Undertaker.

THE FRIENDS of Mrs. F. JOSEPH are respectfully invited to attend the Funeral of her late father, Mr. Thomas Hall, to move from her residence, Victoria-street, Darlinghurst, This (Thursday) AFTERNOON, at a quarter to 4 o'clock, for Rookwood. Hearse, Drawn by Funeral from the late Residence. WOOD AND CO., Undertakers.

PRINCE VICTOR LODGE (No. 51, Provisional Alliance). F. A. A.—Officers and Members of above Lodge are requested to attend the Funeral of late Wife of Brother, BRO. G. MENELL, to move from the residence, 31 Burton-street, Liverpool, FRIDAY AFTERNOON, at 3 o'clock for Rookwood. Brethren please accept this intimation.

EVANS, Florist, 128 Oxford-st., sys, wreaths and Crosses 5s 6d, 7s, each; also Crosses of Wheat Flowers.

Musical Instruments.

THE HOLIDAY SEASON.
Pianos, Organs, Music,
GUITARS and BRASS INSTRUMENTS.
Sole agent for the celebrated
MASON AND HAMLIN ORGANS.
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Sole agent for the celebrated
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BRUCE and MASSEY,
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AND INSTRUMENTS,
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HAPSHURG PIANOS.—Sole Importers, Beale and Company, 80 and 82 Oxford-street.

SUTERS are at Grand Pianos, £125, cases will cost extra for Christmas. 338 Pitt-street, near Cathedral.

PIANO Bargains. Rather disposing of Pianos than warehousing them. Cottages, 20 Guineas; 25 Guineas; 30 Guineas. Cash or Easy Terms. Pianos Tuned, Repaired, Removed, Stored. Pianos Hired, Exchanged, or Sold. Dwyer, 338 Oxford-st.

PIANO Bargains. Rather disposing of Pianos than warehousing them. Cottages, 20 Guineas; 25 Guineas; 30 Guineas. Cash or Easy Terms. Pianos Tuned, Repaired, Removed, Stored. Pianos Hired, Exchanged, or Sold. Dwyer, 338 Oxford-st.

NEW EASY PAYMENTS.—Sole Agents, Beale and Company, 80 and 82 Oxford-street.

POR Sale, Pianoforte, Nearly New, Cost £75, Bargain, Cash or Easy Terms. Apply 338 Pitt-st.

PIANOS.—Great importation of magnificent pianos, grand, cottage, cabinet, 25 Guineas, 30 Guineas, 35 Guineas, 40 Guineas, 45 Guineas, 50 Guineas, 60 Guineas, 70 Guineas, 80 Guineas, 90 Guineas, 100 Guineas, 110 Guineas, 120 Guineas, 130 Guineas, 140 Guineas, 150 Guineas, 160 Guineas, 170 Guineas, 180 Guineas, 190 Guineas, 200 Guineas, 210 Guineas, 220 Guineas, 230 Guineas, 240 Guineas,